

HISTORY OF
PAWTUCKET, CENTRAL FALLS
LINCOLN and CUMBERLAND
RHODE ISLAND

1936

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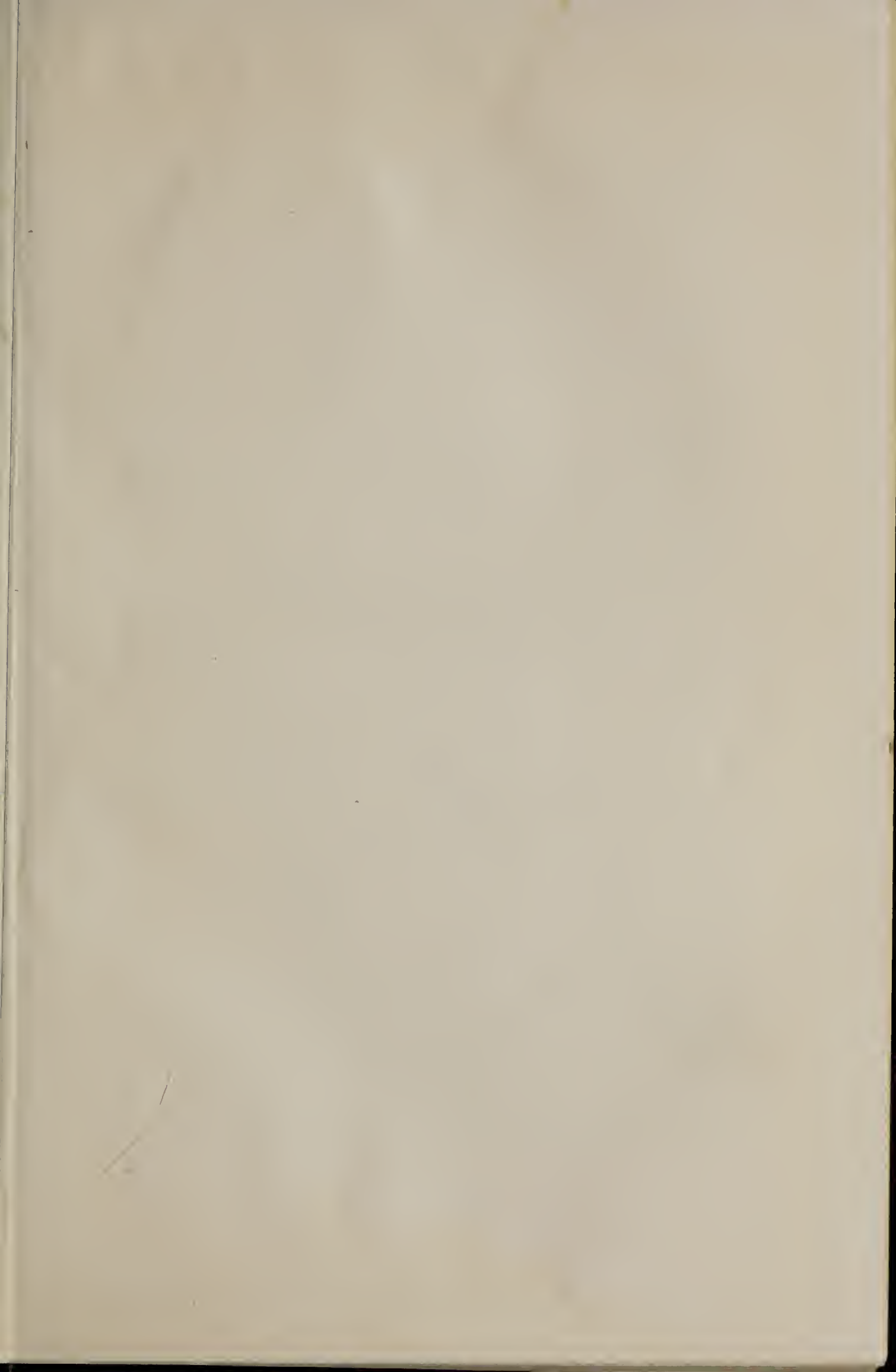
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To my old friend and
former fellow townsman,

Edward C. Stines,

wishing him a Merry
Christmas & a Happy
New Year.

Roscoe M. Fetter





The Lower Blackstone River Valley

The Story of

PAWTUCKET, CENTRAL FALLS, LINCOLN,
AND CUMBERLAND, RHODE ISLAND

An Historical Narrative

By

JOHN WILLIAMS HALEY

Assisted by

HON. ROSCOE MORTON DEXTER,
Author of Special Articles and History Covering Past Fifty Years

MRS. HERBERT GOULD BEEDE,
Author of the Chronologies

PUBLISHED BY

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1936

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FOREWORD

*ON BEHALF OF THE TERCENTENARY COMMITTEE
OF THE LOWER BLACKSTONE DISTRICT*

Verdict made - 2.50

The year 1936 marks the Tercentenary of the founding of the State of Rhode Island and Providence Plantations. Recognizing this fact, a group of citizens interested in the historical development of this State from the time of the coming of Roger Williams in 1636 to what is now Providence, voluntarily formed, on May 22, 1930, a Committee which later organized a non-profit, non-business corporation under the name of "Providence Tercentenary Committee, Inc.," which name was in 1935 changed to Rhode Island and Providence Plantations Tercentenary Committee, Inc., for the purpose of promoting in 1936 suitable observances of the occasion throughout the State as the "Rhode Island Tercentenary Jubilee." Thus it is seen to be a purely civic enterprise wholly unconnected with the official committee appointed by the State of Rhode Island and the City of Providence respectively, both of which celebrated this historic occasion separately. Hon. Addison P. Munroe, of Providence, was Chairman of this Committee and acted as such until in 1935, because of threatened illness, he resigned and was succeeded by Hon. Ira Lloyd Letts, of Providence, although Mr. Munroe remained as a member of the Executive Committee and continued to take an active part in its deliberations.

For reasons of efficiency and convenience the State was divided into Districts according to the geographical or other alignments of the various sections, and so the Cities of Pawtucket and Central Falls, with the Towns of Lincoln and Cumberland, were grouped together and designated as the Lower Blackstone Valley District, and a local committee was appointed to determine the projects to be undertaken in this District in the observance of the Tercentenary and to conduct the same.

This committee consisted of the following:

Roscoe M. Dexter, Chairman.

Mrs. Herbert G. Beede, Secretary.

Chester C. Foster, Treasurer.

William Meiklejohn.

Mrs. Robert H. Mitchell.

George A. Cumming.

Howard W. Fitz (died June 22, 1936).

Albert E. Noelte.

In September, 1935, the Rhode Island and Providence Plantations Tercentenary Committee, Inc., conducted a State wide campaign for the solicitation of funds to finance the observance of the Tercentenary, the Lower Blackstone Valley District being represented by sixteen teams of workers, including a Special Gifts Committee headed by Mr. Fitz. The captains of the other fifteen teams were as follows:

Albert E. Noelte

R. Alden Clarke

Archibald Livingstone

Robert Johnston

Mrs. Daniel Cargill

Mrs. Lyman M. Darling

Mrs. John W. Lund

Mrs. Irving K. White

Ralph E. Kenyon

William M. MacKenzie

Stephen A. Fanning

Mrs. John N. Booth

Mrs. Ruth Dexter Clarke

Mrs. Archibald Livingstone

Mrs. Louis A. Olney

Space will not permit an enumeration of the names of all the team solicitors but suffice it to say that they entered wholeheartedly into the work and their efforts are hereby gratefully acknowledged.

In the first instance, great credit should be given to the schools and various religious and civic organizations in these four localities, which repeatedly during the spring, summer and fall, by pageants, plays and other appropriate exercises, emphasized the Tercentenary and all that it signifies and undoubtedly impressed on the present generation the significant points in the history of the Lower Blackstone Valley as well as, in a considerable degree, of the State of Rhode Island as a whole.

In the second instance, the Committee from this District, after a very successful out-of-doors historical pageant, given on June 2, 1936, at Cumberland Grange, Arnold's Mills, Cumberland, by thirteen of the Rhode Island Granges of the Order of Patrons of Husbandry, under the auspices of Providence County Pomona, determined on three major projects. These were an historical and industrial exposition in the Old Slater Mill, the first successful cotton mill in America, a public concert suitable to the occasion, either indoors or outdoors, to which all should be welcome, and the publication of this book, containing in brief form, supplemented by reproductions from photographs, the history of the progress of the communities in the Lower Blackstone Valley from their beginnings.

It is obviously impossible to include in this history all of the details in the development of these sections from their beginnings or of the lives and achievements of the citizens of the same who have participated in their development, but it is hoped that by the publication of this volume something worth while will have been added to such historical data as already existed.

The writing of the story of these communities in the Lower Blackstone Valley was entrusted to Mr. John W. Haley, Esquire, of Providence, a well known authority on Rhode Island history, aided in some matters by Mrs. Herbert G. Beede and other members of the committee. Appended to the text of this history are a number of short sketches of an historical nature, including a reproduction of the printed matter in a pamphlet issued during the summer by the Committee describing "Places and Objects of Historical Interest in Pawtucket, Central Falls, Lincoln and Cumberland," an account of the "Old Slater Mill Association," a brief history of the "Memorial Hospital," the story of the "Blackstone Canal," a bibliography of the history of the Lower Blackstone Valley and a chronology of important events that have occurred in this district. The Committee expresses its deep appreciation for the use of many photographs, now historic, from the collection of the late Charles S. Foster, kindly loaned for this purpose by his son, Chester C. Foster, Treasurer of the Committee.

We live in a world that is constantly changing and in which history is always being made. We cannot lift the veil and envision beforehand the future and what changes it has in store for us. Yet while we have in this volume been looking backward, we also turn our faces expectantly, and at times anxiously, toward the future to see what it will bring forth.

A few months ago, during the recent flood, which lasted from March 12 to March 21, when, due to the excessive rainfall and the rapid melting of a large accumulation of snow and ice, the waters of the Blackstone River were swollen to unusual proportions, and bridges, dams, factories and other buildings along its course were threatened with serious damage and possible destruction, I stood on the Main Street Bridge and was fascinated by the wonderful

manifestation of the power of nature that I saw before me. As I gazed, with a feeling of awe, at the turbulent scene below, the seemingly never-ending waters, rushing irresistibly along in their course towards the sea, dashing and plunging down, with cakes of ice and debris of all description, upon those everlasting rocks, I thought of the appropriateness of the name "Pawtucket," which meant in the Indian language of years ago, "Falls of Water," and there also occurred to me the words of Tennyson in his poem, "The Brook,"

"For men may come and men may go,
But I go on forever."

I knew that those same "Falls of Water," long before the existence of bridges, dams, factories and other buildings, had been there for countless ages and would so continue for countless ages to come, and I wondered, if in the future, and if so, how far distant in the future, these same "Falls of Water" would be able, if they could speak, to mock the people of this community and the rest of mankind with the words of the poet,

"For men may come and men may go,
But I go on forever."

ROSCOE M. DEXTER,

Chairman.

November 2, 1936



PREFACE

The average person is disposed to ascribe too much of human progress to particular forms of government—to particular institutions, arbitrarily established by the will of the ruler, or wills of the masses. And, this is natural enough in a democracy where popular opinion elects leaders and makes the laws. But, if knowledge is power, then it would seem to follow that any change in the arts and sciences, favorable or unfavorable, must be followed by corresponding changes in society. Therefore, when the arts and sciences become stationary, all social and political institutions become stationary; when the arts and sciences become progressive, all social and political institutions become progressive. The story of mankind reveals the truth of this observation, for throughout the pages of history can be found countless examples of how newly-introduced arts and sciences exerted influences upon the course of human progress.

When the Corinthians invented the war galley, with three banks of oars, the first great improvement in naval architecture, they promptly constructed a flotilla of these powerful fighting ships. As a result, the Grecian seas were cleared of pirates, nations expanded along the coastlines, and the Mediterranean Sea was opened to honest traffic; commerce flourished; the arts improved. Farther back in Egypt, the labyrinth, the pyramid, the temple, the hieroglyphics, the statuary, the sphinx, the veiled Isis, all mute evidence of man's cunning and genius, show that society

there was once divided into castes constituting a social structure that evolved with the arts and sciences. The discovery of gunpowder, the compass, the telescope, the use of iron and steel, the introduction of printing, the harnessing of electricity, and more recently the invention of radio, man's mastery of the air, are but a handful of turning points in human evolution. Many of these inventions and discoveries did not immediately change the course of destiny, but, taking a broad view of what has taken place in the past, progressive steps in the arts and sciences, and not revolutions, new political theories, elevations to the throne or successful wars of aggression, have invariably been the milestones of progress since time began.

Well does this theory apply to the settlement and growth of the river valley whose history is traced in the pages that follow. There mechanical skill and inventive genius transformed a wilderness into a world center of industry; there in the workshops of the pioneers, men first found opportunities to create with their hands the handiwork which their enlightened minds did conceive; out of the crude factory buildings came tools that aided the early agriculturists to wrest sustenance from virgin soils, fittings for ships that were destined to transform a farming colony into a center of world trade, and countless devices of ingenious design which had profound influence upon manufacturing processes, methods and practices.

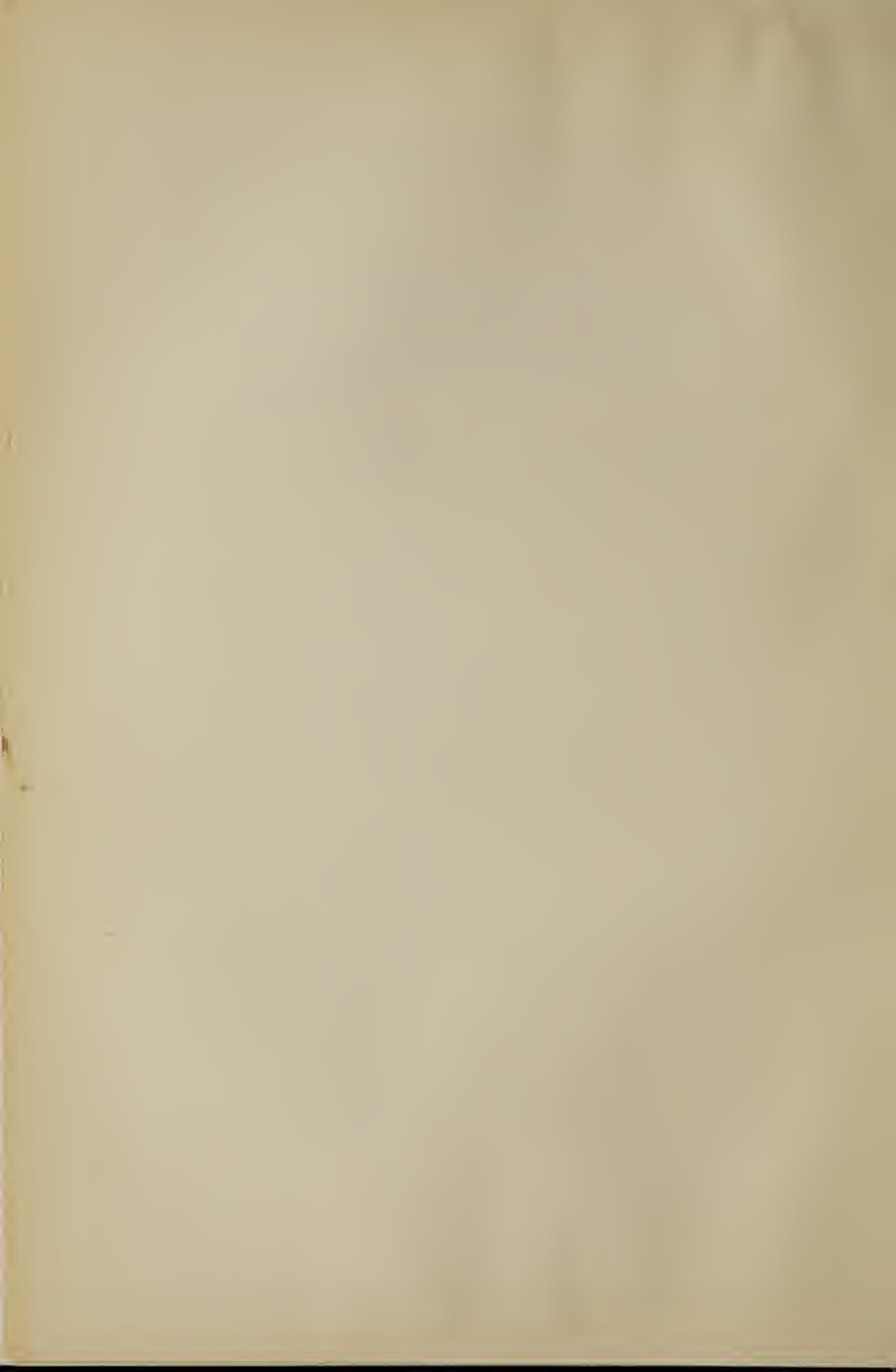
The river that flows through this historic valley played a leading role in the drama of human progress enacted upon its pleasant banks, and, this stream gave generously of its precious powers until steam, and later electricity, replaced Nature's direct generating forces that first made possible the establishment and improvement of mechanical operations. Today, this river flows through the valley that has become the home of many who have inherited not only the

abilities of those who have given the world new ideas, greater comforts, and improved conveniences, but also their spirit of leadership, the desire to be industrious, and pride in community achievement.

“For the structure that we raise,
Time is with materials filled;
Our todays and yesterdays
Are the blocks with which we build.”

—*Longfellow*

JOHN W. HALEY.



The Lower Blackstone River Valley

IN THE BEGINNING

The opening chapter in the history of those portions of Rhode Island known as Pawtucket, Central Falls, Lincoln and Cumberland might cover thousands of pages if we but knew what transpired when the Supreme Architect of the Universe was engaged in his creative task of expressing his will in terms of matter, crowning his dynamic action with man. That long period from creation to the time when this particular area became habitable for man and beast may forever remain a dim mystery, since little evidence remains, above or below the surface, to tell the story of the slow transformation from bare rock to scanty soil; from fertile hills and plains to grassy meadows and timbered forests; and of the nomadic people, wandering herds, and immigrant flocks that eventually made their way to these parts and remained. In fact, not a great deal is known of this area which might be termed the Lower Blackstone River Valley, beyond a generation or two before the coming of the white settlers, although scientists have given us certain deductions concerning its physical characteristics, and these deductions are plausible enough to be included in a brief prehistoric prologue to our narrative.

The whole of Rhode Island and the adjacent area that constitutes the Narragansett basin, or that land drained directly or indirectly by Narragansett Bay, was at one time shaped into its present general physical appearance by a great glacier, or ice river, that flowed steadily down from

the north, finally emptying itself into the sea. This great glacier, impossible to conceive in magnitude and irresistible power, may have moved very slowly across the nearly level floor of southern Massachusetts until it approached the vicinity of present Woonsocket. From there to what is now Providence, a distance of only a few miles, the drop of approximately sixty feet per mile gave this ice-filled, semi-fluid stream considerable velocity and momentum as it gouged its way down the Blackstone and old Moshassuck River beds. From the deductions heretofore mentioned, we can picture this colossal ice plough fashioning river beds, cutting channels and creating islands, perhaps shearing off mountains to hills, smoothing rough ridges and crags, grinding rocks to sand and clay, picking up giant boulders and transporting them to distant points, wiping fertile soil from hillsides and spreading it on the lowlands, chopping out rugged headlands, carving out crescent beaches, cutting, dredging, ripping and pushing. That which was here in the Lower Blackstone River Valley, before the glacial recession, became transformed into what is there today, in the form of land and waters, allowing for the comparatively slight changes wrought by erosion, by centuries of surface and geological subsoil transformations, and by the hand of man in his constant struggle to make his home more habitable and his industry, trade or profession more profitable.

THE BLACKSTONE RIVER

The glacier, or section of glacier, that passed over northern Rhode Island was probably confined to the Blackstone River bed by the high elevations of land in Woonsocket and Cumberland and made its way to the sea by way of the Seekonk River and Narragansett Bay. On the other hand, it is believed by some that the glacier altered the course of the Blackstone River,—that this stream in the pre-glacial

period ran through what is now Scott's Pond and followed the valley of the Moshassuck River to the Providence River, and thence to Narragansett Bay. If so, the glacier had profound influence upon the later development of industries in this area. Then again, two sections of glacier may have started upon separate courses in the vicinity of present Lonsdale and gouged out both the Moshassuck and Seekonk channels with a joining of the flows at the head of Narragansett Bay.

At any rate, the area of Rhode Island that surrounded the lower end of the Blackstone River attained its outward appearance many, many, centuries ago, and as the time approached when a race of men was destined to live and hunt in its forests, to dwell in simple fashion upon the hillsides and in the quiet valleys, Nature, in all her goodness, had bestowed upon it advantages and resources that were destined to remain untouched until another race of people arrived to take the places of the first inhabitants who knew not the ways of civilization.

THE FIRST PEOPLE

The first inhabitants were members of a race whose origin is as yet unknown. They were called Indians, not because they came from India, but because Christopher Columbus, in 1492, sailed to the coast of this continent and believed that he had come to the outer fringes of the East Indies, already famed for beauty, fertility and wealth. Naturally, the adventurous navigator called the inhabitants of the islands, supposed by him to be parts of India, Indians, a name as strange to the red men of this part of the world as were the fair-skinned men and curious ships that ventured to these shores. In his writings, Columbus noted that these so-called Indians were neither wild savages nor cruel barbarians, and he observed that they had kindly faces, that

they carried no weapons, and were courteous and generous. Quoting his very words, Columbus said, "They were gentle, without knowing what evil is, without killing, without stealing." "Because," he said, "they showed such kindness for us, and because I knew they would be more easily made Christian through love than fear, I gave to some of them some colored caps, and some strings of glass beads for their necks, and many other trifles, with which they were delighted, and were so entirely ours that it was a marvel to see." The name "Indian" was thereafter applied to the aborigines of North America.

For generations, scholars have sought to ascertain the origin of the American Indian, many opinions have been rendered, many theories proposed, but the beginnings of this race still remains a mystery. Anthropologists have thus far been unable to trace the descent of the red men from any other existing races; their individualities differentiate them from all other nations and tribes of this earth. Oftentimes, the claim has been made that another race preceded the Indian in New England and elsewhere, but there is yet to be found a single evidence that he had a predecessor in what is now Rhode Island. So, until the archeologist chances upon the still missing link to the prehistoric past, the Indian must be regarded as the first inhabitant within the present boundaries of Pawtucket, Central Falls, Lincoln and Cumberland. If we accept this conclusion, our story must turn to an observation of the Narragansett tribe, the largest and most powerful Indian tribe in New England, and whose seat of authority had been centered about the headwaters of Narragansett Bay long before the coming of the white man.

THE NARRAGANSETT TRIBE

These Narragansetts constituted a politically dominant nation invested with great power among all neighbor



Pidge House, one of the oldest of Pawtucket's historical dwellings



Daggett House, Slater Park, built in 1685



Pawtucket Falls, 1820
Below the Falls, Joseph Jenks, Jr., built his forge and iron works



Pawtucket River and Main Street Bridge in 1872

nations and tribes throughout the northeastern area of this continent. Others were subservient to the Narragansetts; many smaller and weaker tribes and clans were compelled to pay them tribute and ally themselves in time of war or political difficulty. The Wampanoags, who lived in what is now Bristol and Warren and other sections of southern Rhode Island, unwillingly submitted to this domination, as did the Massachusetts tribes on Cape Cod, Martha's Vineyard, Nantucket and elsewhere. In general, this powerful tribe, many of whose members lived in the Lower Blackstone River Valley, had full and undoubted jurisdiction over the inhabitants of a tract of country, extending from the region of the Nipmucs, now Oxford, Massachusetts, on the north, southerly to the ocean, including the Island of Manisses, which we call Block Island, also Fisher's Island and a portion of Long Island. This jurisdiction began on the east with the Seekonk River, on the eastern shores of Narragansett Bay and extended westward, including the islands, to the borders of the Pequot and Mohegan tribes that dwelt on the banks of the Thames River, a stream that flows into the sea at New London, Connecticut.

THE NARRAGANSETT SACHEMS

Canonicus was the chief sachem of the Narragansetts at the time when the English came to these shores to establish the first settlement, and this wise and capable leader ruled the tribe jointly with Miantonomi, a nephew. Canonicus' direct ancestor was Tashtapack, who, it is said and believed by the tribesmen, was too proud to join either of his children in wedlock with any of the subordinate sachems who came to his royal headquarters to pay tribute or to receive orders. Whereupon, he married his own son and daughter to each other, and they in turn became the parents of several sons, the eldest being Canonicus. Whether this unnatural union

resulted in a closer concentration of power, or whether Tashtapack built his empire upon such solid foundations that its domination remained undisputed for a long period, at the time of the coming of the whites no eastern tribe could compare with the Narragansetts, in the extent of their jurisdiction, number of warriors, the compactness of their population, the firmness and wisdom of their government or the industry of their people.

The general name "Narragansett" was applied to all the inhabitants of the area previously outlined, but the natives living within its borders were divided into several petty tribes, each having its under sachem and a local name. The political structure was similar to our present system, with small villages, towns, cities with their mayors, and a governor whose office corresponds with the earlier position of grand sachem, or chief sachem. The lands of the Narragansetts were not mere forests penetrated only by roving native hunters; they were dotted with large communities, camps and fields cultivated in a primitive manner. Agriculture had made considerable progress among the Narragansetts, since some historians have described occasional gratuities made to individuals, out of surplus crops, of one thousand bushels of corn. Their chieftains could call five thousand warriors in the field, and their population was so dense that, in traveling a distance of twenty or twenty-five miles, one would pass a dozen towns or villages, consisting of from twenty to two hundred or more dwellings.

It has been said that the Narragansetts were further advanced in the arts than any other aboriginal nation of the north, although the articles of Indian origin found in these parts are greatly inferior in workmanship and in ingenious fashioning to those of similar character found among the tribes of the South. However, they were skilled

in the manufacture of earthenware and certain stone tools and implements, and in the making of belts and girdles for ornaments. The tribe that lived along the shores of Narragansett Bay became extremely wealthy through its activity in the wampum market because here was one of the richest sources of the fancy string beads laboriously cut from bleached shells. Wampum or wampumpeague was originally used for personal adornment, but, because of its value became a medium of exchange and answered all the purposes of coinage.

THE "FALLS OF WATER"

It was this tribe that counted among its members probably hundreds of men, women and children who found existence pleasant on the shady river banks, in the quiet valleys and on the wooded hillsides in the vicinity of what the Indians called PAWTUCKET, meaning "falls of water." These people knew what is now Pawtucket, Central Falls, Lincoln and Cumberland as home, given to them, or to their ancestors, by the "Great Manitto" or Great Spirit, believed by them to be the source of all power, and of all good. There they lived in peace and simple contentment until the white man came to replace them and to change the course of destiny for those who met kindness with kindness, and who, when the time came for them to turn to war for the preservation of life and liberty, fought with all the fury that ever inspired patriots to defend a cause.

WILLIAM BLACKSTONE COMES TO AMERICA

And now we come to an observation of the first white man to come to this area of present Rhode Island. His name was William Blackstone, and since his presence had little or no influence upon the narrative about to be unfolded, his life story in America will be completed without further

reference. Little is known of William Blackstone's early life in England; even the date of his birth has been lost in the shadow of the more illustrious Sir William Blackstone of legal fame, who may or may not have been of the same family. The first records of William Blackstone of Rhode Island connection are those that included reference to his education in England. It is known that he received his degree of Bachelor of Arts from Emanuel College, Cambridge, in 1617, and his Master of Arts degree in 1621. He was ordained an Episcopal clergyman the same year, and two years later joined an expedition to found a New England colony, with headquarters at or near Boston, having jurisdiction, civil and ecclesiastical, over all settlements in the New England section of America. The expedition arrived at its destination and a settlement was started but it received so little backing from the mother country that the leader soon gave up and returned home. William Blackstone remained and, in about 1625, settled at Shawmut, now called Boston, and built the first house erected there. This pioneer homestead stood on the west slope of Beacon Hill, on land now bounded by Beacon and Charles Streets, and faced the public park lands, today known as Boston Common. He lived alone, traded with the Indians, cultivated gardens, and tenderly nursed his apple trees, said to have comprised the first apple orchard in the Massachusetts Bay Colony. According to one historian, Blackstone's nearest neighbors were the Walfords, at what is now Charlestown, and Samuel Maverick, a trader, who lived at what is now East Boston. Although Blackstone was still a member of the Established Church of England, and a recognized official in that denomination, he was a true Separatist, openly declared his independence and rebelled against the rules and regulations of the lord bishops back in England.

WILLIAM BLACKSTONE IN MASSACHUSETTS

In 1630, Governor Winthrop and his group of prospective colonists arrived from England and established a settlement on the north side of the Charles River, at a spot where Charlestown is now located. Later, when many of the Winthrop band fell sick because of the lack of pure water, Blackstone crossed the river and invited them to make their homes within his territory where there were many untainted springs that gushed ample supplies of fresh water. It must have been with a great deal of surprise that these weary and discouraged settlers made the acquaintance of this hospitable stranger, for they hardly expected to find an Englishman already established in a land regarded by them as an absolute wilderness. They were also surprised to observe that he wore the garb of an English clergyman, and this habit of his must have been hard for them to understand when he explained that he had left England to escape the tyranny of the potentates of the English Church. It is evident that Blackstone's quarrel was not one of doctrine but of ecclesiastical jurisdiction over individuals.

WILLIAM BLACKSTONE ASSERTS HIS RIGHTS

At any rate, Winthrop and his party crossed over into the section where Blackstone lived, built houses there, and called the place Boston, after Boston, England, the home of some of the company. According to tradition, these invited guests later attempted to oust their host, on the pretext of having a grant to the lands from the king. It is said that Blackstone replied to this ungracious attempt as follows: "The king asserteth sovereignty over this New Virginia (that was the name then applied to the lands along the Atlantic coast) in respect that John and Sebastian Cabot sailed along the coast without ever landing at any place; and if the quality of sovereignty can subsist upon

the substratum of mere inspection, surely the quality of property can subsist upon that of actual occupancy which is my claim." Whether or not those were his actual words, the contention is characteristic of his ingenious logic and independence. However, the records show that each member of the Boston Colony paid him six shillings for the rights of his land, and he retained a few acres for his own use. On this land of his he continued to maintain his residence, his apple trees flourished, and so did the roses that he imported from England.

Blackstone remained in the midst of the Boston Colonists for five years although he consistently refused to join with them. Doubtless his social activities were not particularly pleasant, for he was quoted as saying on one occasion: "I came from England because I did not like the lord-bishops, but I cannot join with you because I would not be under the lord-brethren." It was all too clear to him that there was intolerance within and without the church, and like Roger Williams, he soon discovered that the Puritans, with all their good intentions, had added little to man's liberty of actions or of conscience here in this new land whither they had come to escape persecution.

WILLIAM BLACKSTONE LEAVES MASSACHUSETTS

Finally, in 1635, urged by his desire to pursue a sequestered life of contemplation and study, in addition to other reasons, William Blackstone invested his small capital in cattle, and with his few belongings, including his precious books, he set out into the wilderness in search of a new home. He took with him one companion, named Abbot, from whom Abbot's Run, in Cumberland, takes its name. This little expedition of two men and a few head of cattle, including a bull, followed the Indian trails and finally came to a place called Wawepoonseag by the Indians. There a

settlement was established in a territory without a single white inhabitant. It was then a part of Rehoboth, and is now Cumberland. His home was built at the foot of a three-terraced hill near present Lonsdale. On the second terrace, he dug a well, and on the top a shelter was erected which was called a study. Consequently, the hill became known as "Study Hill." Of course, one of the first things he did was to plant fresh shoots from his Boston apple trees, and slips from his imported English rosebushes.

THE FIRST SETTLER IN THE VALLEY

In this new and lonesome abode, Blackstone pursued his philosophical studies, and his library consisting of eighty-six volumes occupied the bulk of his time and attention. His books as well as his writings were destroyed after his death when his home was burned in an Indian attack in 1675. He, like his contemporary, Roger Williams, had no trouble with the Indians at any time, for he probably respected their rights and looked upon them not as savages and enemies but as neighbors. Despite the fact that William Blackstone has been referred to by many histories as a recluse, or as an eccentric, he did not remain a bachelor. After he had become well established in the shadow of Study Hill, he frequently made journeys to Boston, riding on a bull, and these visits finally resulted in his marriage to Sarah Stevenson, the widow of John Stevenson. The wedding ceremony was performed in 1659 by Governor Endicott, the groom preferring a civil magistrate to a minister of the Boston Church, which he persisted in refusing to join. Mrs. Stevenson had a son John by her first marriage, and she also gave the name of John to her son by the second marriage. This caused considerable confusion in the family records as time went on. John Stevenson was given fifty acres of the Blackstone farm after the death of

his step-father, while John Blackstone became somewhat dissipated and squandered his heritage of the land. But, the latter eventually settled down to a respectable life in Branford, Connecticut, where his descendants acquired a high place in public esteem.

Mrs. Blackstone died in 1673, two years before her pioneer husband, and both were buried at the foot of Study Hill. It is interesting to read what Stephen Hopkins, the distinguished citizen of Providence, once said about William Blackstone: "Mr. Blackstone used frequently to come to Providence to preach the gospel. . . . Many of the trees which he planted about 15 years ago are still pretty, thrifty fruitbearing trees." These visits referred to by Mr. Hopkins were made when William Blackstone was quite old. He did not walk easily and therefore rode a bull on these excursions. Some people of his time looked upon him as a radical, but the children all loved him because he always brought them sweet, rosy apples, the first they had ever seen or tasted.

THE CONTRIBUTIONS OF THE FIRST SETTLER

His case is an interesting one especially since little or no space is devoted to him in the history books. He was the first white inhabitant of Boston and the first of Rhode Island. He maintained his devotion to the principles of the Established Church of England but he refused to submit to the intolerance of those who attempted to force religion upon him by civil decree. Later, when he found himself among refugees who sought to escape religious persecution, and they continued to allow intolerance to persist in their own circles, he sought liberty in the wilderness and there found what he had long sought. And with it all he stood as a keen thinker, a true apostle of pure religion, a rugged character of unflinching purpose, one of those rare in-

dividuals who maintain ideals in the face of obstacles to which weaker souls succumb. In no way can he be classed as a great leader in man's age-long struggle to gain true liberty and freedom of conscience, but he was one who wanted such privileges and he persisted in his endeavors until his ideals had been attained to their fullest degree. It seems proper that William Blackstone found absolute independence of the individual man in things of the spirit in lands that are today a part of Rhode Island, acknowledged birthplace of full and complete religious liberty.

ROGER WILLIAMS

And now our story of Pawtucket and its near neighbors shifts to one of the most significant episodes in the history of mankind—to the life and experiences of the one who shall forever be regarded as the greatest champion of civil rights and religious liberties—Roger Williams. Born in England when men were beginning to hope for the inherent rights and privileges of the individual, and when they first openly demanded the full exercise of these prerogatives, Roger Williams grew to manhood in an age of revolution. Early in life he found himself classed with those rugged individuals who did not conform to the regimentation of the soul, and soon he became convinced that the liberties which he so dearly sought might never be fully attained in his native land. The story of his education in England and of his service as chaplain in the household of a prominent manor lord are familiar to all readers of Rhode Island history; likewise the account of his coming to America and of his outspokenness, in the Massachusetts Colony, in respect to religious liberty and Indian rights, are epochal incidents in early American history.

It is probable that Roger Williams anticipated his eventual exile from the Massachusetts Bay Colony and

so made verbal treaties with his friends, the Indians, for lands westward beyond the limits of Massachusetts territory. Therefore, when he made his hurried departure from Salem late in December of 1635, or during the following month, he journeyed through the frozen wilderness in the direction of Narragansett Bay hoping to find the chieftains with whom he had previously discussed his personal plans. Authorities agree that the historic flight of Roger Williams brought him at last to Sowams, the home of Massasoit, now Warren, Rhode Island. There he found not only a friendly welcome but also an opportunity to be of service to his kindly host, Massasoit, chief sachem of the Wampanoags, who still maintained his friendly alliances with the Colonists at Plymouth, and this relationship dated back to the first coming of the Pilgrims in 1620. But, Massasoit was subject to the political domination of the Narragansett rulers, a condition brought about by a disastrous plague that had reduced the power of the Wampanoags some time previously.

ROGER WILLIAMS SETTLES IN SEEKONK

At the time of Williams' arrival in Sowams, Massasoit was planning a revolt against this humiliating Narragansett dictatorship and an Indian war seemed imminent. Roger Williams at once made every effort to prevent such a conflict. The early months of the historic year 1636 found him hurrying back and forth between Sowams and the royal wigwams of Canonicus and Miantonomi in the role of emissary and volunteer peace-maker. His efforts were, in the end, successful. In return for his settlement of differences and for preventing bloodshed among these neighbor tribes, Roger Williams received food, shelter, clothing and a warm invitation to remain and to live in peace. In addition, he was given a stretch of land along the east bank

of the Seekonk River for a settlement and there he established himself in the Spring of 1636, just a few miles from the place where the waters of the Blackstone River tumbled over the jagged rocks into the broader confines of the stream that flowed down past the first Williams' settlement located somewhere on the eastern shore of what is now Omega Pond in present East Providence. Others joined fortunes with the successful peace-maker and there these pioneers planted and started to erect rude shelters for themselves and families. Thus the first settlement by Roger Williams and his earliest associates was in Seekonk, as the Indians called that section of country lying along the eastern shore of the Pawtucket or Seekonk River.

THE FOUNDING OF PROVIDENCE

Then came a notice from the Plymouth governor that he desired Williams and the others to move across the river beyond the limits of Plymouth jurisdiction thereby avoiding any complications that might displease the Massachusetts Bay authorities. Following the advice of his friend, Governor Winslow, Williams immediately set out to find a desirable site for a settlement, and the story of this expedition across the Seekonk to the opposite shore and thence to the sandy beach near a bubbling spring has become an outstanding episode in the narrative of American history.

The founding, in 1636, of a place called Providence and the provision of "a shelter for persons distressed for conscience," had direct connection with the several subjects of this account since the subsequent purchase from the Indians of lands including Providence and adjacent territory specifically mentioned Pawtucket. The famous document contained the following specifications: "At Nanhiggansick the twenty-fourth of the first month commonly called March, in the second year of our plantation

or planting at Mooshausick or Providence. Memorandum, that we Canaunicus and Meauntunomi the two chief sachems of Nanhiggansick, having two years since sold unto Roger Williams, the land and meadows upon the two fresh rivers, called Mooshausick and Wanasquatucket, so now by these presents establish and confirm the bounds of those lands, from the river and fields at Pawtucket, the great hill of Neotaconkonitt on the northwest, and the town of Mashapauge on the west. As also in consideration of the many kindnesses and services he hath continually done for us, . . . we do freely give unto him all the land from those rivers, reaching to Pawtuxet river, as also the grass and meadows upon the said Pawtuxet river."

An appendix to the foregoing deed may be interpreted as follows:

"1639. Memorandum 3 mo. 9th day.

"This was all again confirmed by Miantonomi, he acknowledged this his act and hand, up the streams of the Pawtucket and Pawtuxet without limits, we might have for our use of cattle.

Witness hereof

Roger Williams
Benedict Arnold

THE PURCHASE OF THE LANDS

In other words, the original sale of land or grant from the Indians and the confirmation at a later date made the limit of the Narragansett Purchase or Providence Plantations, from the Pawtuxet River to the Pawtucket River and extending westward and northward indefinitely. Although there is some doubt in respect to definite boundaries it can be assured that the part of present Pawtucket that lies on the western banks of the Blackstone-Pawtucket-Seekonk streams was included in the original purchase of the terri-

tory of Providence. Ten years after Providence had been founded, Massasoit claimed rights to lands west of the river in Pawtucket, Central Falls and Lincoln, and an honest effort was made by Roger Williams, Gregory Dexter, Robert Williams and Thomas Olney to satisfy these claims although it was apparent that Massasoit was subject to the Narragansetts and therefore had lost certain land rights. Following the peaceful and honorable policies of Roger Williams, this group of early settlers offered Massasoit a price for his land and in their opinion effected a legal and proper sale even though the sachem did not conclude the transaction.

In 1641, Edward Winslow and John Brown of Plymouth purchased, in behalf of the colony, from Massasoit, an area of land embracing the territory now included in the towns of East Providence, Seekonk, and Rehoboth and portions of Barrington and Warren and the east side of Pawtucket. According to tradition, the price paid was ten fathoms of wampum and a coat for the sachem. This purchase was made by the Plymouth men who acted as agents for a company of people then living in the Weymouth and Kingston sections of the Bay colony. The first actual settlement was not started until 1644, when about thirty men with their families located there and called the place Rehoboth. Self governed at first, this settlement later was placed under the jurisdiction of Plymouth. A second purchase was made from the Indians in 1645 including portions of the present towns of Swansea and Barrington, and in 1668 King Philip, son of Massasoit, signed a quit claim deed acknowledging the sale of this land by his father and that payment had been received.

Before that, in 1661, Wamsutta, brother of Philip, sold lands included in the towns of Attleboro, Cumberland and a part of Woonsocket and small portions of Mansfield and

Norton. This was known as the Rehoboth North Purchase, and from 1666 was under the jurisdiction of Rehoboth until the larger portion was incorporated as Attleboro in 1690.

RIGHTS RECOGNIZED AND RESPECTED

This review of early land transactions clearly shows that virtually all of the land included in that area which is called the Lower Blackstone River Valley came into the hands of the white settlers in a legitimate fashion. The original owners were treated fairly and squarely in all property transfers; their rights recognized and respected. It is refreshing to observe that in the area wherein true liberty was given to all men, there was no evidence of inconsistency in respect to the rights and privileges of those who soon found themselves unable to compete with the more highly civilized strangers who came from afar to displace them.

Our narrative brought us through the period of prehistoric background and across the indistinct span of aboriginal occupancy to the first settlement by a white man. Then we found how the Lower Blackstone River Valley came to be acquired by right of purchase by certain groups and now we come to the point where the first settler of the place called Pawtucket appears upon the scene, but the story of his remarkable life and contributions to human progress goes back to a point long before his actual arrival at the "falls of water."

HOPES FOR INDUSTRIAL DEVELOPMENT

Among many of his ambitions Roger Williams held high hopes for his settlement to develop into a manufacturing and industrial center, and this fact is borne out in a communication addressed by him to his fellow settlers wherein he wrote: "I have been solicited and have promised my helpe about iron worcks, when the matter is ripe, earnestly

desirous everie way to further the good of the Town of Providence." The solicitation that led to the foregoing expression very likely came from a Mr. Joshua Foote, formerly of London, and who lived in Roxbury before removing to Providence. In the opinion of some, Foote, described as an iron-monger, did undertake to establish a manufacturing business of some kind in Providence, but there is no evidence to indicate that this venture was successful. Historians state that Joseph Jenks, Sr., of Lynn, had been instrumental in furnishing some of the capital for this venture. The hopes of Roger Williams and his associates were soon realized shortly after the arrival of the one who was destined to be the first white settler of Pawtucket. His name was Joseph Jenks, Jr., a skilled worker in iron and metals, the prototype of a long line of illustrious artisans who have brought everlasting fame and distinction to this center of industry and creative genius.

The Story of Pawtucket

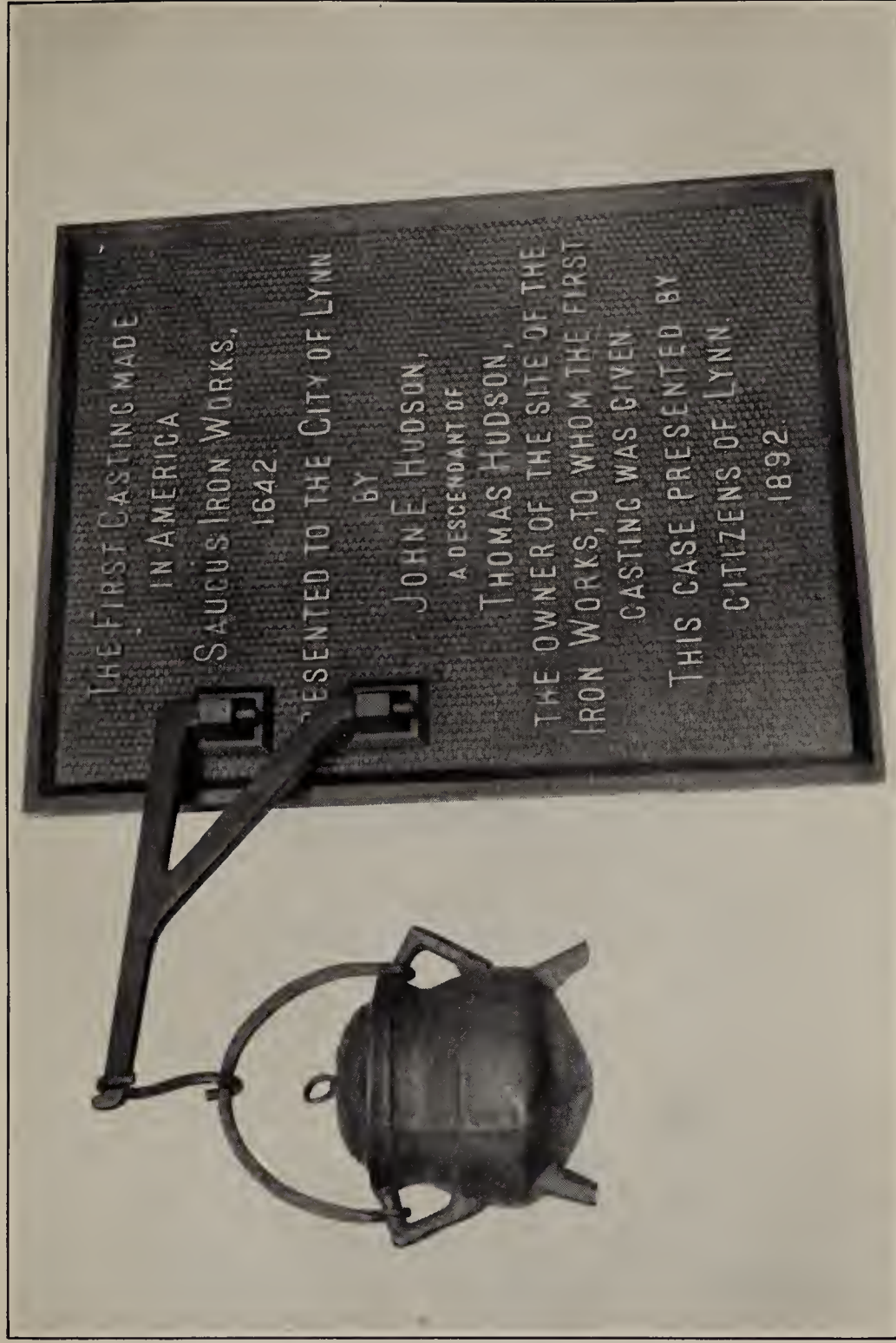
JOSEPH JENKS, SR.

The father of Joseph Jenks, Jr., was famed for his skill in working in brass and iron in England and was induced by Governor Winthrop the younger to come to New England in 1642 for the purpose of establishing an iron works somewhere in the Colonies. Specimens of the bog-iron, found in the swamps of Saugus, Massachusetts, had been taken to England and analyzed, and an organization called "The Company of Undertakers for the Iron Works" was formed to develop these natural resources on this side of the Atlantic. Joseph Jenks, Sr., came to New England

to superintend the construction of the pioneer industry and therefore had the honor of being the first worker in iron and brass in the American Colonies. His foundry, located on the west bank of the Saugus River, then within the limits of what is now Lynn, but now of Saugus, Massachusetts, developed rapidly under the supervision of Joseph Jenks and was soon the main source of supply for many of the agricultural and domestic implements and tools used by the settlers far and near. The first casting was an iron kettle, which is still in existence in the Lynn Public Library. History has immortalized this man with the following observation: "Joseph Jenks deserves to be held in perpetual remembrance in American history as being the first founder who worked in brass and iron on the Western Continent. By his hands the first models were made and the first castings taken of many domestic implements and iron tools."

A PIONEER ARTISAN

In 1646, Joseph Jenks obtained a patent for an improved type of water wheel which meant a new kind of sawmill, and this sawmill was the first one put up in this country. This patent (granted by the General Court of Massachusetts) was the first to be issued in America. It was he who made the first dies for the famous "Pine Tree" shillings, and in 1654 he devised the first American fire engine ordered by the Selectmen of Boston. Five years after his arrival in New England he set up his own shop and forge near the original iron works and there he started to specialize in the manufacture of scythes and other tools requiring a fine edge and temper. In 1655 he was granted a Massachusetts patent for scythes. The first machine for drawing wire was also made by Jenks. Apparently the versatility of this craftsman had no bounds except the limitations of time



The first iron foundry in America was built in 1643 by Joseph Jenks, in Lynn, Mass. The first casting was an iron kettle



The home of Nathaniel Jenks, Son of Joseph Jenks, Jr.



Rear View of Nathaniel Jenks' House on North Main Street, about 1880
 Tradition states that the ell on the rear of the house was the original house built by Joseph, the Founder. This was the first framed house built in Pawtucket, and was located near the present Boys' Club Building

and energy for early Colonial records are filled with references to his remarkable achievements and industrial activities.

JOSEPH JENKS, JR.

While the father had been making a success of his iron works in the New World his two sons had been living with their grandparents, since their mother had died. The older of these two sons, Joseph, Jr., who was born in 1632, in Colebrook, near London, came to America in 1647 and joined his father. Since he inherited a natural aptitude for craftsmanship he soon became active in his father's industry. This young man married Esther Ballard of Lynn, and later he left to take up residence among those who, for thirty-six years, had been building and expanding a group of settlements around the waters of Narragansett Bay. Joseph Jenks, Jr., first settled in Warwick where it is on record that he served as foreman of the jury in the case of a drowning accident. In the year previous he had been granted land on either side of the Pawtuxet River which he thought would be a suitable place for a sawmill where he might install the machinery and tools brought with him from Lynn. Not a great deal is known concerning the Jenks establishment in Warwick since he soon discovered a much more desirable site for his project and removed there without delay.

JOSEPH JENKS DISCOVERS THE "FALLS OF WATER"

It may have been accident or he may have been led to a decision following a period of careful surveys of suitable locations; at any rate Joseph Jenks, Jr., visualized the "falls of water," which the Indians called Pawtucket, as ideal in every respect for a venture which was destined to

have profound influence upon the development of industry in America. There he saw the ceaseless flow of a pleasant stream that would turn the power wheels of a sawmill; all about were giant trees for supplying limitless quantities of timber to be cut, turned and fashioned in a carpenter shop, or burned in the smelting furnaces. Less than a mile away, near what is now Mineral Springs, he found deposits of bog iron ore, apparently a ready source of supply for his projected forge and foundry.

Realizing the advantages offered him in this area of undisturbed wilderness, Joseph Jenks, Jr., promptly removed from his establishment on the banks of the Pawtuxet River and turned his entire attention to the place which he believed met his requirements in every respect. On October 10, 1671, he purchased from Abel Potter, son-in-law of John Warner, one of the original proprietors of Warwick, sixty acres of land lying near Pawtucket Falls, and that historic transaction marked the actual founding of a settlement which was destined to become preeminent among the industrial centers of the nation.

Little time was probably lost in erecting a shelter and in laying the foundations of his manufacturing establishment, since the founder of Pawtucket took possession of his property well-equipped to turn trees into beams, joists and planking, and long-experienced in the art of construction. History records that he soon replaced his first temporary log dwelling with a frame house, and that the latter stood on the west side of present East Avenue near the site of the Pawtucket Boys Club building. His pioneer forge was erected below the falls on the west bank of the river, at what is now the south side of Main Street, therefore, his homestead must have overlooked the forge and the tumbling falls or rapids that provided the power for his mill wheel. This power, the generous bounty of Mother

Nature, revolved the wheels which, in turn, whirled the saws that soon produced ample supplies of lumber for construction, stock for tool handles, and logs to be burned into charcoal for burning in the furnaces of the forge.

Former employees of Joseph Jenks, Sr., soon joined fortunes with the talented and capable son and they made the quiet of the wilderness resound with the ring of the anvil as scythes and other tools were hammered into shape to supply a ready market in Providence and elsewhere. These early associates were followed by their families who found the place called Pawtucket a pleasant spot in which to live, as well as a desirable locality to reap the rewards of industry and ingenuity.

Like his contemporary and friend Roger Williams in the parent settlement, Joseph Jenks, Jr., was regarded as the patriarch of his community. He attracted clever artisans of the times who were proud to perfect their craftsmanship under his tutelage and inspiration; he was a man of great public spirit and enterprise, at all times willing to devote hours and energy to the development and betterment of the community which he had the honor to found. He was the father of four sons and six daughters, and all became prominent in the early days of Pawtucket's interesting narrative.

KING PHILIP'S WAR

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There is no record of just how many homes surrounded the busy forge at Pawtucket Falls, after five or six years of the settlement's existence, but all evidence points to the fact that the main business venture of the place experienced early and substantial success, and that growth and expansion met with only one serious interruption during the first decade of Pawtucket's career. That interruption came in 1675 when, under the leadership of the militant Wampanoag

chieftain, King Philip of Mount Hope, an attempt was made to unite the Indians of New England and to make a final, desperate effort to regain the lands which the white men were rapidly acquiring. This resulted in a tragic, prolonged war between the two races, finally ending in the virtual annihilation of the Narragansetts and the death of King Philip. During this bloody conflict the forge of Joseph Jenks, Jr., was burned by the Indians, and doubtless many of the original dwelling places and manufacturing structures suffered a similar fate. The residents were scattered here and there because of the isolated, unprotected position of the settlement; the mill wheels turned no more, but the waters of the river continued to flow over the falls until the return of Joseph Jenks, Jr., and his industrious flock who waited until peace again prevailed in the land.

Peace did come, following one of the most dramatic incidents in all history, and the scene of this incident happened to be located in the immediate vicinity of the abandoned forge by the side of the falls. The United Colonies declared war against the Narragansett Indians on November 2, 1675, charging them, among other things, with "relieving and succouring Wampanoag women and children and wounded men," and with not delivering them up to the English. The "Great Swamp Massacre" took place in Kingstown the following month and only a few warriors survived, among them Canonchet, the recognized chief sachem of the Narragansetts. In March of the following year, 1676, the Colonists learned that Canonchet, with a force of about three hundred warriors, was planning to attack Plymouth and other settlements. Whereupon, Captain Michael Pierce of Scituate, Massachusetts, "the man who never knew fear," was sent out with seventy soldiers to surprise Canonchet and scatter his force. Pierce's disastrous defeat during the ensuing engagement on the banks of the Black-

stone River was a tragic event and will be described in detail in the section of this narrative that treats especially of what is now Central Falls.

This decisive Indian victory caused the United Colonies to redouble their efforts to vanquish the enemy. Immediately four companies of volunteers from Connecticut started in pursuit of the Indians, the most conspicuous officer being Captain George Denison, provost marshal for New London County and Rhode Island. He had built a stockade fort just west of his homestead in Stonington, Connecticut, where his well-seasoned soldiers encamped previous to their forays into Indian territory. Denison also had three companies of friendly natives as allies, one composed of Mohegans and led by Oneko, the son of Uncas; another of Pequots under Cassasinnamon; and the other made up of Niantics, directed by Catapazet, the son of Ninigret. The entire force marched through the Narragansett country and Providence and arrived near Pawtucket on or about April 3, 1676.

CANONCHET, LAST OF THE NARRAGANSETT SACHEMS

In the meantime, Canonchet had descended upon Rehoboth and burned most of the houses in that settlement. Then he crossed the Seekonk and turned his attention to Providence. Roger Williams went out alone to meet the chief and sought to persuade him to spare the town. Canonchet declined to heed this entreaty, adding in his remarks to the white spokesman, "But, as for you, brother Williams, you are a good man, you have been kind to us for many years, not a hair of your head shall be touched." The Indians then put the torch to the settlement and burned more than a hundred of the dwellings and buildings that constituted Providence at that time. Following this inci-

dent Canonchet went north into Massachusetts, and later returned to the Lower Blackstone River Valley to procure seed corn.

Whether it was Denison's main force or a small reconnoitering party that chanced upon Canonchet and a few braves encamped near Pawtucket is not a matter of actual record, but the story goes that a sentinel warned the unsuspecting chieftain of the approach of the enemy, and the warning came too late. The English closed in upon Canonchet as he leaped in the direction of the river throwing aside his blanket, the silver-laced coat previously presented to him by the white men, and his wampum belt. He made a desperate effort to escape by way of the river, but his foot slipped on a stone, and his gun dropped into the water. Later he made the remark that, "his heart and bowels turned within him so that he became void of strength as a rotten stick," when he realized that his gun was no longer of use to him. One of the Pequots caught the fugitive and the last of the Narragansett sachems became a prisoner of war.

According to accounts, one Robert Stanton, a young soldier, was the first Englishman to reach the side of the captive, and he attempted to ask questions. Observing the youthful face of his questioner the proud chief observed in broken English: "You much child, no understand matters of war, let your brother or chief come, him I will answer." In reply to threats of death, Canonchet argued that the taking of his life would not end the war, and when the soldiers attempted to humiliate the prisoner with jibes about his boastful, warlike speeches, he retorted: "Others were as forward about the war as myself, and I desire to hear no more about it." Continued questioning disclosed that this proud chieftain considered himself above the rank of his captors, since he, a prince among his own people, could

talk only with one of high rank among those who held him as a prisoner of war. No prince being present in Denison's expedition, Canonchet felt obliged to hold his tongue. When informed that he was to be put to death, the prisoner then made the statement that should go down in history as a masterpiece of human expression. Perhaps on the banks of the river that became the lifeblood of a proud community, a proud, patriotic prince of a crushed race of men said, "I like it well, I shall die before my heart is soft or I have said anything unworthy of myself." Canonchet requested that one of equal rank to himself should be his executioner, but this request was not granted. He was taken to Stonington, Connecticut, where he was shot by the Pequots; his head was cut off by the Mohegans, and his body burned by the Niantics. Thus ended the power of the Narragansetts, and the bloody war with the Colonists came to a close.

THE CRADLE OF INDUSTRY AND INVENTION

Following King Philip's death, not long after, and the definite end of all hostilities, Joseph Jenks, Jr., returned to the "falls of water," probably during the early months of 1677. The forge was again established; once more the solitude of the forest was broken with the peaceful echoes of industry. Many of the craftsmen who had sought safety for their families when danger threatened, returned to the abandoned settlement and took up their tasks with renewed hope and energy. From that day to this, invention and the mastery of machine production have brought continuous and everlasting fame to the place which the Indians called "Pawtucket."

The good business judgment and genius of Joseph Jenks, Jr., soon placed him in a position of leadership throughout the surrounding countryside. His busy forge and shop

supplied the farmers, hunters, ship owners and fishermen, carpenters and many others, far and near, with unlimited supplies and wide varieties of tools and implements. Likewise, honors were pressed upon him as he reached middle age, elevating him to great prominence in the Rhode Island Colony. He really became the leader of a patriarchy which had its center at the famous pioneer forge. He was a member of the Providence Town Council in 1680, and Moderator of the Town Meeting in 1678-80. In April, 1679, he was elected a delegate from Providence to the General Assembly in Newport, serving a number of years in this capacity, and he was the Speaker for several sessions. In various periods of his life he was a deputy and justice of the peace, and performed many marriages.

In 1680, Joseph Jenks, Jr., and two others were empowered by the Assembly to purchase a bell "for the public use of the Colony, and for giving notice or signifying the several times or sittings of the Assemblys, and General Councils." The bell was purchased from Freelove Arnold (daughter of Governor Benedict Arnold) for three pounds and ten shillings. Previously the Assembly had been called together by the roll of a drum. In 1690 he was one of a committee of several to write a letter of congratulation and loyalty to William and Mary who had then acceded to the British throne, and in 1695 he was chosen to run the eastern line of the Colony.

GOVERNOR JOSEPH JENKS

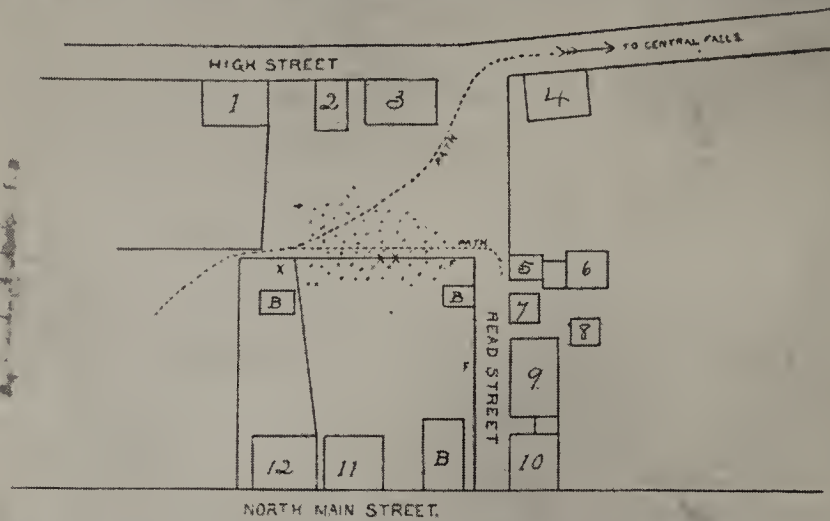
Each of the four sons who inherited the Jenks business at Pawtucket became distinguished Rhode Island citizens. Ebenezer was one of the first ordained pastors of the First Baptist Church in Providence; Nathaniel attained the rank of Major in his chosen field, the military profession; William who turned to law became a judge, but the most famous



GOVERNOR JOSEPH JENKS
Son of the Founder of Pawtucket (see page 152)

THE FIRST BURYING GROUND.

Interesting Recollections of the Spot Where "The Rude Forefathers of the Hamlet" were Buried.



1. Frost or Lowden house. The large house second north of City Hall. Occupied in 1829 and later by the late Thomas LeFavour.

2. Plimney house. Occupied in 1829 and for forty years thereafter, by Zenas Plimney, father of the writer of this sketch. It was a small cottage and was torn down six or seven years ago.

3. "Old Mill House." Owned in 1829 by Amy Ann Brown, and occupied at that time and later by four families: William Adams (father of Charles P. Adams), Ichabod Jenks (father of Phenuel Van Leason, Otis, et al.), William Clegg and James Graham (father of Samuel and George).

4. Judge Field house, now 55 High street, and at present owned and occupied by Mr. H. A. Briggs. Judge Field was father of William Field, the founder of the Providence Tool Co., and grandfather of the junior William Field, an accomplished musician who died but a short time ago.

5. Shop for many years owned and occupied by the late Job Bennett, gunsmith and locksmith. In later years occupied by A. E. Pendergrass, boot and shoe maker. Now unoccupied and in ruinous condition. Original owner was Nathaniel Jenks, father of Job Bennett's wife.

6. House, original owner Nathaniel Jenks. Like No. 5, in ruinous condition.

7. Seril Bullock house. Occupied as tenement and saloon.

8. Bennett house, owned and occupied then by Isaac Bennett, the late Job Bennett's father. Now occupied as a dwelling house.

9. Trott house. Afterward owned by father of the late Joseph Wheaton Allen.

10. Squire Read house. Read street, named after him, was then a lane with a gate at the lower end. Lower story now occupied as a barber shop, etc.

11. Capt. Ellis house. Ellis was a teamster and B on the right was his barn. He was a son-in-law of Trott. Ira Allen, father of William P. Allen, purchased the place in 1832. He removed the barn, erected a larger one on its site and it is now occupied by storekeepers, manufacturers, etc. Upper portion of the house is now occupied by E. F. Trafton.

12. Deacon Tabor house. Later occupied by his son-in-law Samuel C. Colyer, who is well remembered by many of our readers. The lower floor is now used for business purposes.

B. Barns.

X. Grave of Gov. Joseph Jenks.

XX. Graves of the senior Joseph Jenks and wife.

F. Fence.

The dots represent the gravestones.

was Joseph, the third to bear that family name. He was born in 1656, and at the age of thirty-five he was deputy to the General Assembly, holding the position for twelve years and serving as speaker of the lower House for four years. He became a major in the militia of the Mainland towns during the period between 1707 and 1712. In 1705, he was appointed one of the commissioners to settle the ever present boundary question, and was reappointed several times to aid in running the line. In 1720 he was sent to England to bring the boundary question before the King. Meanwhile his unquestioned ability in political matters and his great popularity had procured for him the office of Deputy-Governor, a position which he held for thirteen years under Governor Cranston. Finally, when the latter died in 1727, he became Governor, holding the office for six years. He was the first Governor to be elected outside of Newport, but, deferring to a wish of the General Assembly, he moved his family to the seaport during the term of his governorship. He was twice married, his first wife being Martha Brown of Providence who died; his second, Alice Smith Dexter of the same town.

In every respect Joseph Jenks, 3rd, displayed the greatest sagacity and integrity while occupying such an honored place in the public eye. Under his influence his native village grew vigorously, responding well to his efforts to promote its best interests and invest capital there. When he was asked to run again for the governorship in 1733, he declined, saying wisely, "I now perceive my natural faculties abating. If I should continue longer in office, it is possible I may be insensible of their decay, and be unwilling to resign my post when I am no longer able to fill it." He died seven years later, in 1740, and was buried in the Old Jenks Burying Ground, then located just south of Read street, midway between Roosevelt avenue (then Mill street, but

later North Main street) and High street. He was the greatest of three great men of the same name and family, and well continued the traditions laid by his forebears. On his tombstone the latter part of the epitaph provides the most fitting summary of the man and of this story:

“He was . . . a Wise and Prudent Governor; a kind Husband and a Tender Father; Grave, Sober, Pleasant in Behaviour, Beautiful in Person, with a Soul truly Great, Heroic, and Sweetly-Tempered.”

One of Gov. Joseph Jenks' greatest contributions to the progress of the place founded by his father was his successful effort in securing appropriations from both Rhode Island and Massachusetts to construct the first bridge across Pawtucket Falls. This was in 1713, and the cost of the first crude span was in the neighborhood of two hundred pounds sterling. It was one of the very first bridges constructed in this country and it served to unite the villages that had grown up on opposite sides of the river. The east side of the Blackstone-Pawtucket-Seekonk stream was still a part of Rehoboth, Massachusetts, while the western bank was considered as being in Providence Plantations. The building of this bridge brought much of the Boston-Providence travel through the center of the growing community and proved to be an important connecting link in respect to trade, and likewise a bone of contention when it came to the matter of keeping the bridge in repair.

THE FIRST BRIDGE

From the founding of Pawtucket until 1713, pioneer residents and those who traveled that way waded across the stream below the falls, jumped rocks wherever they could, or made the crossing in small boats. But, when the two communities on opposite sides of the river developed

common interests and social ties, resulting from trade growth and intermarriage, the need for a span of some form became more and more of a necessity. Of course, the idea of erecting a bridge at Pawtucket Falls was simply talked about for a long, long time before anything was actually done. Finally, Joseph Jenks, son of the founder and the future Governor, took the initiative by writing to Gov. Cranston requesting that action be taken in regard to the long-needed project. Likewise he aroused the interest of Massachusetts authorities in the idea and ascertained the willingness of that Colony to defray part of the cost. In May, 1711, the Rhode Island General Assembly appropriated a sum of money to build bridges at Pawtucket, Providence and Pawtuxet; and the Massachusetts General Court also took action in respect to the Pawtucket project. The two colonies together spent 223 pounds, 14 shillings, and 11 pence on Pawtucket's first iron and wood bridge, built under the direction of Joseph Jenks, and both Colonies shared maintenance costs until about 1728 when Massachusetts, according to tradition, failed to keep up with whatever payments had been agreed upon. This default may have been intentional on the part of Massachusetts, since the latter persisted in claiming certain land areas west of the Blackstone and Providence Rivers, but whatever the reason, the bridge suffered, it soon became unsafe, and, according to one record, it was considered "a trap to endanger men's lives."

First, Rhode Island asked Massachusetts to help foot the bill for making necessary repairs, and when this appeal remained unheeded, the request was made that Massachusetts help in tearing down the condemned structure. This suggestion was met with ready response and so the much-needed and long-neglected span was torn down, under the supervision of William Jenks representing Rhode

Island, and Charles Church acting for the neighboring Colony. The iron from the bridge was sold, and the money received from the sale was divided equally between the two Colonies.

Soon after, steps were taken to build another bridge, but it took a court decision to compel Massachusetts to assume her share of the construction costs. William Jenks, who helped to tear down the first span, rebuilt it in 1735 and received £100 for his work. The two communities at the Falls were again united, but disputes over bridge tolls and boundary lines continued to cause bad feelings between Rhode Island and Massachusetts, and the controversies remained unsettled for nearly another century.

PAWTUCKET ON THE WEST SIDE

In June, 1765, the northern and northwestern portions of the Town of Providence were set off into a separate township by the name of North Providence, and included within its limits was that part of Pawtucket lying on the west bank of the stream that marked the boundary line between the Colonies. The reason for this creation of North Providence was the age-old objection of rural inhabitants in respect to the spending of more public money in the populated areas than was appropriated for expenditures among the homelands of the minority. In this particular case the disagreement arose between the merchants and tradesmen who resided in Providence and vicinity and those who lived in the outlying districts to the north, most of whom were farmers. The latter, constituting the minority, were obliged to attend town meetings at an expense of time and money, and these duties were the cause of great annoyance and dissatisfaction. However, a rearrangement of town boundary lines was made two years later leaving North

Providence, including the west side of Pawtucket, a sparsely settled town, with less than one thousand inhabitants.

At the time when North Providence came into being, the highways, with the exception of the main road to Providence, were nothing more than cart paths or well-beaten Indian trails. Most of the households were self-sustaining with the men and boys working in the fields, and the wives and daughters spinning the wool or flax into yarn and weaving it into cloth. Gradually the common trades of carpentry, masonry and tailoring developed here and there among the inhabitants as the demand for such labor and service became permanent and steady. It was a century or more before steam engines were built to any extent on this Continent, and Providence looked to the iron workers of Pawtucket for their supply of the heavier tools and iron implements. Up to the time of the Revolutionary War, the only industries in Pawtucket that used the services of labor were those concerned with the working of metals, and these were outgrowths of the Jenks forge and iron works. It is interesting to note that practically all of the industries on the west side of Pawtucket remained in control of the founder's descendants until after the war.

In 1774 Captain Stephen Jenks patented and began the manufacture of the Jenks' musket; he also made bayonets and ramrods. Several independent military companies were furnished with firearms of his manufacture. Sixty heavy cannon were cast by Mr. Jenks, and were among the first made in this country. Field pieces and ship anchors were also made at the iron works. Under the Jenks patent other muskets were made during the Revolutionary War.

During the Revolutionary War the people of North Providence were enthusiastic and active patriots, and a number of those who resided within the town served in the Continental armies. The population was comparatively

small but the town, besides a regular militia company, maintained an independent company, the North Providence Rangers, chartered in 1774. Commodore Esek Hopkins, first commander-in-chief of the American Navy and brother of the illustrious Stephen Hopkins, was a resident of the town before and after the Revolution. Captain Stephen Olney, one of the most distinguished military figures in the struggle for liberty, was also a native. With the return of peace he served in the General Assembly and as president of the Town Council.

PAWTUCKET ON THE EAST SIDE

Community activities for the people who resided on the east side of the "falls of water" centered at the site of the original settlement referred to as the "Ring of the Town" in Rehoboth. Here the church was located, the town meetings were held, and the school was maintained, in spite of the fact that the divided village at the falls was rapidly becoming united into a single community with common social and commercial interests. Going back a bit in our narrative it may be observed that the taxpayers on the Massachusetts side of the river bore the expense of both church and school in contrast with the arrangement on the west side where both religion and education were matters of individual concern. No revolutionary event occurred in the territory of Rehoboth, but her people contributed a generous share of support in the cause, and more than one hundred Rehoboth men served in the Continental armies at various times. According to one record, two companies of minute-men, of fifty each, were raised in 1775; saltpetre was manufactured at Seekonk Cove; a bounty of £20 was paid to each soldier from the town who enlisted in the army; and fortifications were erected on Hog Pen Point, now known as Fort Hill, East Providence, overlooking Providence harbor.

THE WILKINSON FAMILY

Without any doubt the long weary years of the Revolutionary War retarded the growth of Pawtucket, but peace marked the beginning of a new era and encouraged many enterprising manufacturers to settle there and undertake the establishment and development of various types of business. One of those who delayed his activities in that particular locality until the end of all hostilities was Oziel Wilkinson, a successful blacksmith of Smithfield who was the father of five sons, all of whom followed the same trade. Encouraged by his customers in Providence and elsewhere, and attracted by the water power offered at Pawtucket, Mr. Wilkinson removed there with his family and promptly turned some of the unused power of the bountiful stream to profit for himself and his associates.

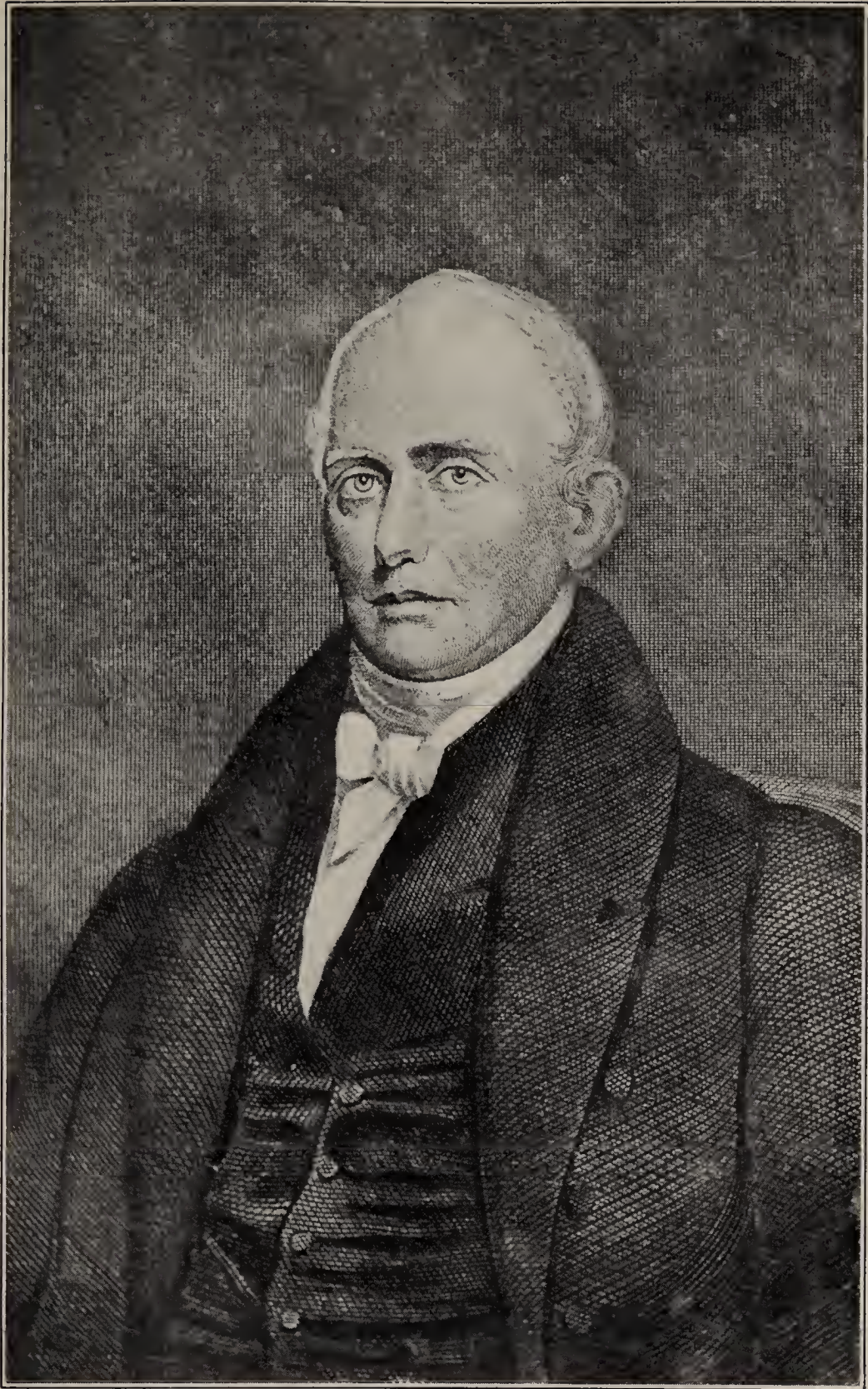
Mr. Wilkinson is said to have made cut nails at an early date, and is supposed to have antedated every manufacturer of these useful articles in the world. It was probably in 1783 that he set up his shops at Pawtucket, and not long after that he erected an anchor forge where tools and other implements were made. In 1786 he purchased the machinery for making screw presses for oil works, paper mills and clothiers' shops, and he manufactured many of these thereafter. In addition Mr. Wilkinson turned out all sorts of ship chandlery; he manufactured shovels, spades, and scythes, and operated a rolling and slitting mill.

The shops of Oziel Wilkinson were schools for his sons and many ingenious and industrious young men in Pawtucket, and he thereby prepared the way for the introduction and growth of another industry that was destined to rival even iron working in this birthplace of American enterprise. But, the story of this milestone goes back many years before Pawtucket's natural advantages and her skilled sons were known to the world.

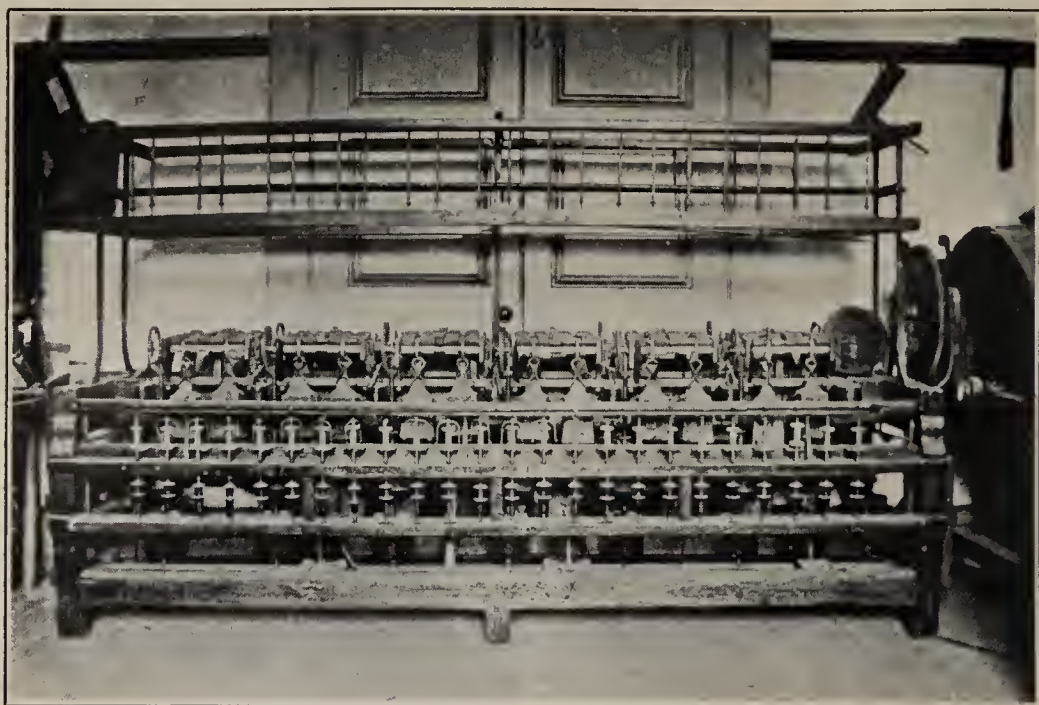
EARLY COTTON MANUFACTURING

It was not until shortly before the Christian Era that the use of cotton cloth was known in Rome, when it was introduced by Caesar and other military leaders for tent coverings and awnings. Previous to that, cotton had been used and cultivated in India and the East Indies. Herodotus, the ancient Greek historian, writing about five hundred years B. C., described the cotton tree and the manufacture of the product into fabric. Although this appears to be the earliest known historical mention, it is likely that other ancient races had long before known the use of cotton. However, it was not until the fifteenth century that cotton machinery was invented and perfected for practical operation. Until the time of King Henry VIII, the distaff was the only cotton spinning instrument used in England, and the spinning wheel is said to have been invented in 1530, although some authorities claim that this device was originally brought from India, and then came into use supplying yarn for the hand-loom weavers.

The invention of the fly-shuttle, in 1733, gave such an impetus to domestic hand-loom weaving that the spinning wheels could not keep up with the demand for yarn. But then, the invention of the spinning-Jenny, a development of the spinning wheel principle, supplied the need for faster yarn production. The great inventor of cotton machinery was Richard Arkwright, born in Preston, England, in 1732, the year of George Washington's birth. Originally a barber and later a manufacturer of wigs and a dealer in hair, Arkwright finally turned his attention to mechanical pursuits. By 1769, he had perfected a machine with rollers for spinning cotton, secured a patent on his creation and moved to Nottingham, a manufacturing center. There he obtained capital from men of wealth who perceived the merits of his invention; and, he immediately proceeded to



SAMUEL SLATER
Founder of Cotton Industry in America



One of the original Samuel Slater spinning frames. This frame is in the Smithsonian Institution, Washington, D. C.



Old Slater Mill, first successful cotton mill in America. View taken about 1870.

revamp the whole operation of manufacture in a small cotton mill which he started. The invention of roller spinning, as applied in the spinning frame by Arkwright, introduced an entirely new principle, and was destined to revolutionize the cotton industry wherever it was known.

The next event of importance in the manufacture of cotton was the invention, in 1779, of the mule, or mule Jenny, a combination of Arkwright's roller spinning frame and the original spinning-Jenny. Then came the power loom, invented in 1785 by the Rev. Edmund Cartwright. These and many other inventions and improvements stimulated the demand for cotton to a great extent in the civilized countries of the world. Until the close of the eighteenth century three fourths of all the cotton used in England came from the West Indies. But with the establishment of peace between England and the American Colonies, the reports of all these inventions and the rise of the cotton market induced planters in the southern sections of this country to attempt an extended cultivation of the cotton plant which had previously been grown there only on a small scale for domestic use. Cotton raising increased rapidly thereafter.

Cotton spinning machinery was not introduced into America for many years after Arkwright had obtained his first patent because England did everything during the Colonial period to discourage manufacturing on this side of the Atlantic. There were two objects in this policy; first, to keep the Colonists dependent upon the mother country, and second, to provide a ready market and profits for English manufacturers and merchants. Even after the Revolutionary War it was a serious offense to export machinery, tools, implements, etc., from England, and individuals were fined and imprisoned for attempts to thwart the law of the Kingdom. The influx of foreign goods into

America after the war drove domestic products, in a measure, out of the market, discouraged many of the pioneer American manufacturers and threw them into bankruptcy. To overcome this unhealthy condition a knowledge of improved textile machinery was essential. From what source was this valuable knowledge procured, and where was it first revealed to grateful American industrialists?

SAMUEL SLATER

Samuel Slater was born in Belper, Derbyshire, England, June 6, 1768, and, at the age of fourteen, apprenticed himself to Jedediah Strutt of Milford, near Belper, to learn the trade of cotton spinning. This apprenticeship expired in 1789, and it was about this time that his attention was attracted to the lack of efficient machinery in America and to the bounties which were offered to inventors and manufacturers. With his mind filled with figures and facts, but with no drawings or written information, descriptions or models of cotton spinning or carding machinery, he sailed from London and arrived in New York on November 18, 1789. And this youth of twenty-one brought the first accurate knowledge of the world's finest automatic machinery which his experience, skill and remarkable memory enabled him to reproduce in America and put into operation at a time when all other efforts had utterly failed.

He worked for a short time in New York and learned presently that a successful business promoter by the name of Moses Brown was anxious to introduce cotton spinning and the construction of textile machinery in Rhode Island. Samuel Slater wrote to Mr. Brown offering his services as "a manager of cotton spinning" and stated that he could build machinery and make as good yarn as could be turned out in England, but that he preferred to accomplish this

with machinery of the Arkwright type. Moses Brown replied at once and offered the young Englishman all of the profits above the interest of the money and the wear and tear of the machinery, for period of six months, if he would perfect the machines which he already had and operate them successfully. Slater accepted and went to Pawtucket with Moses Brown, but when he saw the American made machines which had already been installed to spin cotton, Slater declared that they were useless, and that it would be necessary to alter them radically or construct new units.

After a few weeks of hopeless attempts to utilize the machinery in operation, Samuel Slater went to work on the construction of Arkwright type spinning frames, beginning the work behind closed doors in the shop of Sylvanus Brown who made the wood patterns under Slater's direction. When the patterns were completed David Wilkinson, son of Oziel Wilkinson, forged the iron work and turned the rollers and the spindles. Because of many delays, the creation of this skilled craftsman with a remarkable memory, was not in full operation until December 20, 1790, eleven months after his arrival in America. The new mill equipment then consisted of three cards, drawing and roving frames, and two spinning frames, one with twenty-four and the other with forty-eight spindles. The motive power was obtained from an old fulling mill water wheel that had the habit of freezing up when it was most needed in the early days of experimentation. In the original mill and with this pioneer American machinery Slater and his partners carried on the manufacture of cotton yarn for twenty months, and had produced so much yarn that local weavers could not consume it and no market could be found for several thousand pounds.

THE FIRST COTTON MILL IN AMERICA

When the business was demonstrated to be a success, it was decided to erect a factory building where all spinning and allied operations could be carried on under one roof. Accordingly, in 1793, a structure was built on the west bank of the river near the falls in Pawtucket; the first machinery was moved there, additional units were constructed and production soon started. This famous old mill, the cradle of cotton manufacturing in America, stands today as a monument to Samuel Slater, his backers, business associates and employees who combined to revolutionize the cotton industry in this country. Once again the invisible horse-powers of the river that tumbled down over the rocks at the place called Pawtucket combined with the ingenuity of man to give this nation an industry that grew to unmatched importance throughout New England and elsewhere.

Samuel Slater became a leader in American industry and a person of distinction in the land of his adoption. He married Hannah Wilkinson, daughter of Oziel Wilkinson, and to her belongs the credit of founding the cotton thread industry in America. With the aid of her sister she twisted an excellent grade of 20-ply thread from Surinam cotton and was amazed to find and prove that it was even stronger than the linen thread then being used throughout America. Samuel Slater immediately started to manufacture this type thread, and gave Pawtucket additional fame as the birthplace of successful cotton manufacturing.

Samuel Slater died in Webster, Massachusetts, in April, 1835, ending a career that carried him to the heights of prominence in the industrial life of the nation. Around his pioneer spinning mill grew up a thriving center of textile manufacturing, and his ideas and methods spread elsewhere to lay the cornerstones of many successful enterprises.

On every stream in southern New England mills were erected to house the machinery made practical through the inventive genius of Slater, and, in 1812, Rhode Island had thirty-three mills with eighty-six thousand spindles, while in nearby Massachusetts, sixty thousand spindles were whirling in twenty busy mills.

SOME OF THE FIRST COTTON MILLS

Five mills were on the west side of the Blackstone River near the falls, and eight more were across the stream in Massachusetts. The first mill on the east side, then Rehoboth, was built by Samuel Slater & Co., and it began operations in 1801; Slater sold out his interest nine years later and the firm became known as Wilkinson, Greene & Co. The original mill was a wooden structure, and was called, at first, the "New" mill, and later, the "White" mill. This was destroyed by fire and another structure, built of stone, was erected on the same site in 1824. It stood on the second lot on the east side of the river, north of the bridge. On the southeast abutment of the bridge stood the "Yellow" mill, originally erected and operated by the Cotton and Oil Manufacturing Co., and this company also built, in 1813, the "Stone" mill, located on the east side of River Street near the bridge. Others were established on the east side of the Blackstone in the early days of the century, and they all played important parts in the founding of a great American industry.

On the west side, near the Slater mill, Oziel Wilkinson and his sons, in 1810, built a stone mill, still standing, and there engaged in cotton spinning, augmenting the number of spindles on that side of the stream to the point where the two river banks around the falls boasted of an equal number of spindles.

CONTEMPORARY ARTISANS

Although to Samuel Slater belongs the chief credit for the introduction of cotton spinning into America, he had contemporaries who contributed greatly to the establishment of Pawtucket as a textile center. During the period when Slater was transmitting his visions of gears and cams into workable machinery, he had, at his elbow, two mechanics of unusual ability, both of whom had the distinction of collaborating in the invention of the slide lathe. Sylvanus Brown was one of these and it is believed that he, a wheelwright, by trade, made the patterns and the woodwork for the original Slater spinning frames. David Wilkinson, the other assistant, forged the iron work, supervised the foundry operations, and turned the rollers and spindles. Through this valuable experience Wilkinson became the first special builder of cotton machinery in America. He set up a workshop in the basement of his father's stone mill, north of the bridge, and soon he started to supply machines and equipment for mills throughout New England and elsewhere. David Wilkinson had a part in the building of the much discussed steamboat that made a successful trip on the Seekonk, between Providence and Pawtucket, long before Robert Fulton produced his famous "Clermont," said to have been copied from the pioneer steamer that grew out of the dreams of David Wilkinson and Elisha Ormsbee. Throughout his business career Wilkinson was chiefly engaged in the manufacture of cotton machinery, but before his death, in 1852, he turned to constructing bridges and canals in the West.

Many other mechanics emerged into prominence early in the century, and among these was Larned Pitcher who started a machine shop on the west side of the river about 1813. Asa Arnold invented the differential motion for speeders and a machine for separating wool; Ira Gay

invented a dresser and a speeder. James S. Brown, son of Sylvanus, succeeded Mr. Gay in the firm of Pitcher & Gay; and John Thorpe, a Pawtucket mechanic, invented a power loom in 1814.

While these and other mechanics were making such notable advances in industry the descendants of the pioneer Jenks were active in the community. The great freshet of 1807 had destroyed their shops near the falls but new structures soon replaced them. The forge was rebuilt by Eleazar Jenks and his sons, Stephen and Eleazar, Jr. Moses Jenks and others built the grist mill which was replaced by a flour mill in 1863. The two sons of Moses Jenks, Pardon and Jabez, erected a building for carding cotton and wool. Mule spindles were made and heavy forging done in the basement of the forge shop with a trip hammer. On the first floor, Stephen Jenks had a machine of his own invention for cutting large spikes, and later, he started a cotton picker, the first in the neighborhood. About 1813 a mill was built on the southwest abutment of the bridge by Pardon and Ebenezer Jenks and was operated as a spinning plant.

Thus we see that textile manufacturing secured a strong foothold at this period of Pawtucket's history, while, at the same time, metal and iron working continued as a potent element in the industrial life of the community. One made way for the other, and the water power near at hand continued to assist in these and other fields of endeavor as the products of this industrial village brought fame to its leaders and willing workers. From the beginning to this important period, inventive genius had been bred into the lives of Pawtucket's sons, thereby paving the way for the later diversification of industry that became the chief characteristic of this outstanding New England community.

THE DEVELOPMENT OF THE WATER POWER

Going back again to the importance of water power in the rise of Pawtucket we find that a dam was built at the falls, the construction work probably undertaken by the first settler, but it only extended about three fourths of the way across the river from the west side. The present lower dam was built about 1718, and this furnished power for the forges on the west side and for the saw and grist mills across the stream. On the east side was another partial dam, probably first used for the grist mill of the Smith's. These two primitive water controls were superseded by the lower dam, built of rocks from the falls. The upper dam was constructed about 1793, a short distance above Sargeant's Trench, and was designed to furnish power for the historic Slater mill. Sargeant's Trench was a canal dug in the year 1714 around the falls on the west side to accommodate the fish when they attempted to go up the Blackstone River. But, later, when it was discovered that the fish would not "run" up the trench, it was converted into a mill stream. Water from the river still courses through this ancient canal beneath the streets of the city.

Around the falls and the first dams and millstreams has grown a thriving city that has been far ahead of the times in methods of manufacture and in the anticipation of what the world would demand in countless fields of commerce. From the first hand-forged agricultural implements produced by Jenks, the founder, Pawtucket's evolution has witnessed the successful production of a wide variety of manufactured articles, and this distinction adheres today in an age of machine production. Scythes, anchors, cannon, muskets, looms, lathes, bolts, nuts, spindles, thread, tennis racquets, and thousands of other products have been transformed from raw materials into finished form in mills and factories, upon and around the sites of



Main Street Bridge and Falls during the Freshet of 1886



Railroad Accident at Boston Switch on the Providence & Worcester Road,
August 12, 1853



Old Railroad Station, Broad Street, in 1872

ancient establishments that appeared in Pawtucket after the Revolutionary War and during the early part of the nineteenth century when Rhode Island entered upon its era of commercial and industrial progress. In all fields of textile manufacturing, yarn, cloth, thread; and in the cotton, worsted, silk and rayon branches of this many-sided industry, Pawtucket has marched forward as a leader, well out in front in originality and in technical efficiency.

THE COMING OF THE FIRST RAILROAD

The Boston and Providence Railroad came to what is now the eastern part of Pawtucket, in 1835, but though displacing stage coaches and early means of overland travel between Boston and Providence, was still somewhat distant from Pawtucket as it was then. In 1847 and 1848, the Providence and Worcester Railroad was completed and "in 1848, the Boston & Providence Railroad recognizing the advantage of the location and terminus of the Providence & Worcester Railroad in passing through Pawtucket and entering Providence built a connection which joined the latter road at Central Falls and used this branch thereafter as its main line." This connection passed over the bridge over the Blackstone River, known even now as the "Tin Bridge," so-called because the bridge, built of wood, was covered with tin to prevent destruction by fire. This bridge was in 1876 replaced by an iron structure. This great stride in transportation facilities gave an added impetus to business and encouraged many manufacturers to select this place for their enterprises. Horse cars likewise appeared on the streets of the busy village and soon horse-drawn cars were running from Central Falls through Pawtucket to Providence under a franchise granted by the Legislature in 1861.

Then came the Civil War with the great exodus of patriots who left their homes to fight in the cause of the Union. Pawtucket prospered in those days because it was a well-equipped manufacturing center, the natural source for war supplies of a wide variety. This prosperity continued with the dawn of peace and more mills and factories were built to meet the demands for what Pawtucket had to offer. Workers from across the sea streamed into the place that looked so attractive to Joseph Jenks, Jr., two centuries before, and there they found employment and privileges far beyond their dreams when they turned their eyes from Europe to seek better fortune in a land of opportunity.

THE INDUSTRIAL RISE OF PAWTUCKET

The industrial rise of Pawtucket, on the east side of the river, set apart this portion of Rehoboth as a village radically different from the rest of the town which was largely agricultural. This led to the division of Rehoboth into two towns, that portion lying along the eastern shores of the Seekonk and Providence Rivers becoming Seekonk, Massachusetts, while the rest of the town remained under the old name. Increase of population through the operation of factories and shops at the falls, very soon after this division, created a diversity of interest between the residents of Pawtucket on the east side and the remainder of Seekonk, and so, on March 1, 1828, a second division was made, and the northwestern corner along the river and around the falls—the present east side of Pawtucket—was set off as Pawtucket, Massachusetts, while the remainder retained the name of Seekonk. When Massachusetts and Rhode Island settled their boundary disputes in 1862 the town of Pawtucket and the western portion of Seekonk lying along the shore of the river and of Narragansett Bay were transferred to Rhode Island in exchange for the Rhode Island

town of Fall River. Pawtucket on the east side began its career as a Rhode Island town on March 1, 1862, and its legal union with its near neighbor across the river, the village of Pawtucket in the Town of North Providence, R. I., occurred May 1, 1874.

On the west side of the river the village of Pawtucket remained the most populous place in North Providence until its union with the town of Pawtucket across the river. Thus the east side passed under three separate town jurisdictions and was transferred from Massachusetts to Rhode Island, while the west side was successively in Providence and North Providence before it was set off and the final union with Pawtucket on the east side took place. After 1874 population increased rapidly and town meetings became unwieldy, therefore considerable sentiment arose in favor of a city government. A movement, to that end, culminated in the adoption by the electors April 1, 1885, of the act of incorporation which was passed March 27, 1885. The town officers continued in authority until the end of the year. The first city election was held in December, 1885, and the city government was organized January 1, 1886, with Frederic Clark Sayles as its first Mayor.

WATER SUPPLY ESTABLISHED

In the middle 1870's, after the union of the two Pawtuckets, sentiment developed for the establishment of some sort of a municipal water supply. At that time all water for drinking and household uses was obtained from wells in the yards and there were no sewers. After various systems had been discussed and considered, it was finally, in 1877, decided to utilize the water of the Abbott Run stream in Cumberland, which unites with the Blackstone River below the Broad Street bridge, at Valley Falls, and to construct a storage reservoir on Stump Hill in Lincoln,

water from the Abbott Run stream to be pumped from the Abbott Run stream to the Stump Hill reservoir. The work progressed until in 1878 this reservoir at Stump Hill was put into operation. The location of this reservoir has since been called Reservoir Heights.

The demand for water from this system, which supplied both Pawtucket and Central Falls, increased rapidly, so that in 1885 it became necessary to arrange for a storage reservoir at Diamond Hill from which the water descended by gravity through the Abbott Run stream, Robin Hollow and Happy Hollow ponds to the pumping stations located at Valley Falls and adjacent portions of Pawtucket.

THE FRESHET OF 1886

On February 12, 1886, there occurred a disastrous flood which washed away a portion of the newly built dam at Diamond Hill and did great damage all along the Abbott Run stream and particularly at Valley Falls where the Happy Hollow dam and bridge and the mill at that location were carried away. With reference to this event, the following quotation is taken from the report of the Superintendent of Pawtucket Water Works, December 1, 1886:

“Our works in common with the whole country round about us did not escape the effects of the flood on February 12, 1886. The heretofore almost unknown rainfall of more than eight inches in less than thirty-six hours with a body of snow already on the ground that, when melted by the rain, made at the least estimate ten inches, was something more than human foresight could prepare for.”

The work of reconstruction was immediately done and with the passage of time the areas supplied by the Pawtucket Water Works included not only Central Falls and Pawtucket but Valley Falls, Lonsdale, Ashton, Berkeley, and a

portion of East Providence. In 1927 an additional reservoir was constructed south of the original Diamond Hill reservoir at Arnold's Mills so that, at the present time, the lower Blackstone Valley is adequately supplied with water and should so continue for years to come.

THE SEAT OF GOVERNMENT

The new City Government, since its inauguration on January 1, 1886, had its headquarters and City Hall in the old Town House, built by the Town of North Providence in 1871 on High Street, and that building continued to be used as the City Hall until the building of the new City Hall, which was dedicated on February 10, 1936, and is located on Roosevelt Avenue, formerly North Main Street. When the Masonic Temple building was constructed in 1895, arrangements were made to connect the southerly end of the same with the City Hall and thus enable the City to use such portions of the Masonic building as it required in the conduct of its municipal business.

THE COTTON CENTENNIAL

In 1890, in recognition of the successful reproduction in Pawtucket by Samuel Slater in 1790 of the famous Arkwright machinery for the spinning of cotton by water power, the week commencing Sunday, September 28th, and continuing through Saturday, October 4th, was set apart as the Cotton Centenary Celebration in which the City, churches, schools, civic, military and other societies all participated, an industrial exhibition being held in a building called, for this purpose, Centennial Hall, on Broad Street.

GRADE CROSSINGS ABOLISHED

With the passage of time a movement developed, which culminated in 1914, for the abolition of the railroad grade

crossings with the result that the route from the Boston switch in Central Falls, through Central Falls and Pawtucket, was altered so as to diminish the sharp curve that formerly existed when the railroad went through what was then called Railroad Avenue but now called Goff Avenue. With the abolition of grade crossings, the old depots at Central Falls and Pawtucket were abandoned and the new Pawtucket and Central Falls Depot, located partly in Central Falls and partly in Pawtucket, bounded by Broad, Clay, Montgomery and Barton Streets, was constructed and opened for use in 1916.

PUBLIC PARKS

It is worthy of note that Pawtucket has a number of beautiful parks, the largest of which, Slater Park, is a source of great pride to the citizens of Pawtucket. Other parks are Wilkinson Park, Collyer Park, and Peoples Park. Slater Park was purchased by the City in 1894 and contains the historic Daggett House, now maintained by the Daughters of the American Revolution as a museum, showing the colonial home of the 18th Century with period furniture and household effects.

TWO HUNDRED FIFTY YEARS OLD

In 1921, the City celebrated the 250th Anniversary of the founding of Pawtucket by Joseph Jenks, Jr. This celebration began on Friday evening, October 7th, with the production of a play in four acts by the Community Players.

On Saturday, October 8th, various athletic events were held, including the baseball game between the American and National League stars.

On Sunday, October 9th, historical sermons were preached in the various churches and in the afternoon a Biblical

pageant was given at Slater Park with an introductory pageant descriptive of the first Sunday School in New England, which was organized by Samuel Slater in the year 1791. In the evening a grand union mass meeting was held at the Imperial Theatre, formerly the Pawtucket Depot, at which addresses were given by the Right Reverend James DeWolf Perry, D. D., Episcopal Bishop of Rhode Island, and the Right Reverend William A. Hickey, D. D., Roman Catholic Bishop of Rhode Island.

Monday, October 10th, was celebrated as Founders Day with a parade in the morning consisting of a War Division, Peace Division and Industrial Division, and in the afternoon a parade of historical and patriotic societies and pupils, representing the schools, at which bronze tablets were unveiled marking Jenks' Forge (which was located just south of the Main Street bridge, the marker being placed on the bridge), the First School House (on High Street, near the old City Hall), the house of Governor Jenks, located on Main Street, near where the Music Hall now stands, and the first house of Joseph Jenks, Jr., located on East Avenue, at or near the site of the Pawtucket Boys' Club.

In the evening an anniversary banquet was held at the State Armory on Exchange Street with Mayor Robert A. Kenyon as Chairman and Honorable James L. Jenks as Toastmaster, addresses being made by prominent persons including President Alexander Meiklejohn of Amherst College and Major General Clarence R. Edwards, commanding Northeastern Department, U. S. A.

Tuesday, October 11th, was observed as Carnival Day with races, a carnival parade, a tennis exhibition at the Oak Hill Tennis Courts, and a costume ball at the State Armory, Exchange Street.

Wednesday, October 12th, was Columbus Day, and was celebrated by a parade of the Knights of Columbus of Rhode Island, the Rhode Island State Sunday School Convention in the First Baptist Church, corner of High and Summer Streets, and a band concert at Slater Park in the evening.

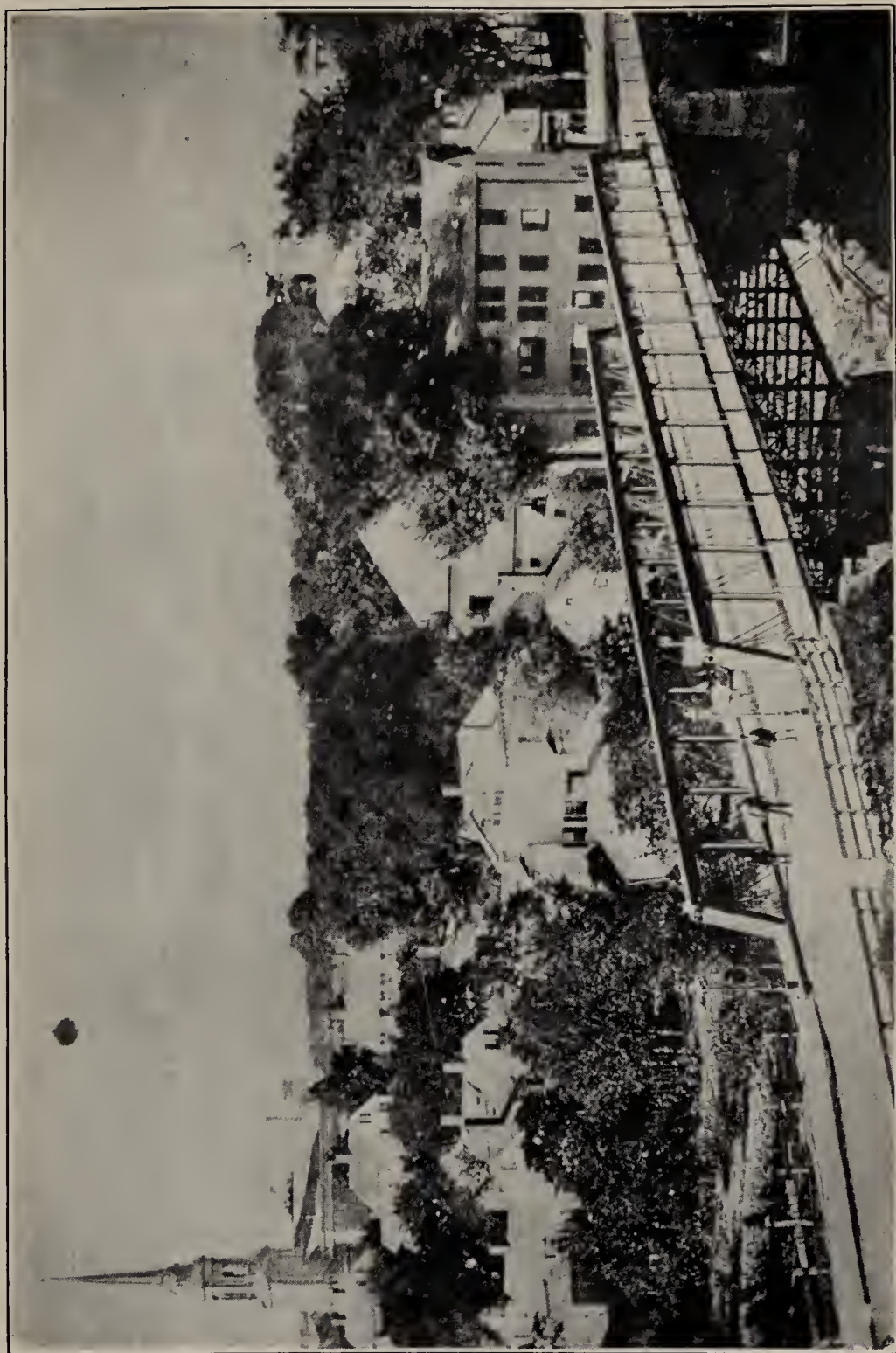
William McGregor was Chairman of the committee in charge of this 250th Anniversary of the founding of Pawtucket, which proved to be a most successful affair.

LATER BRIDGES

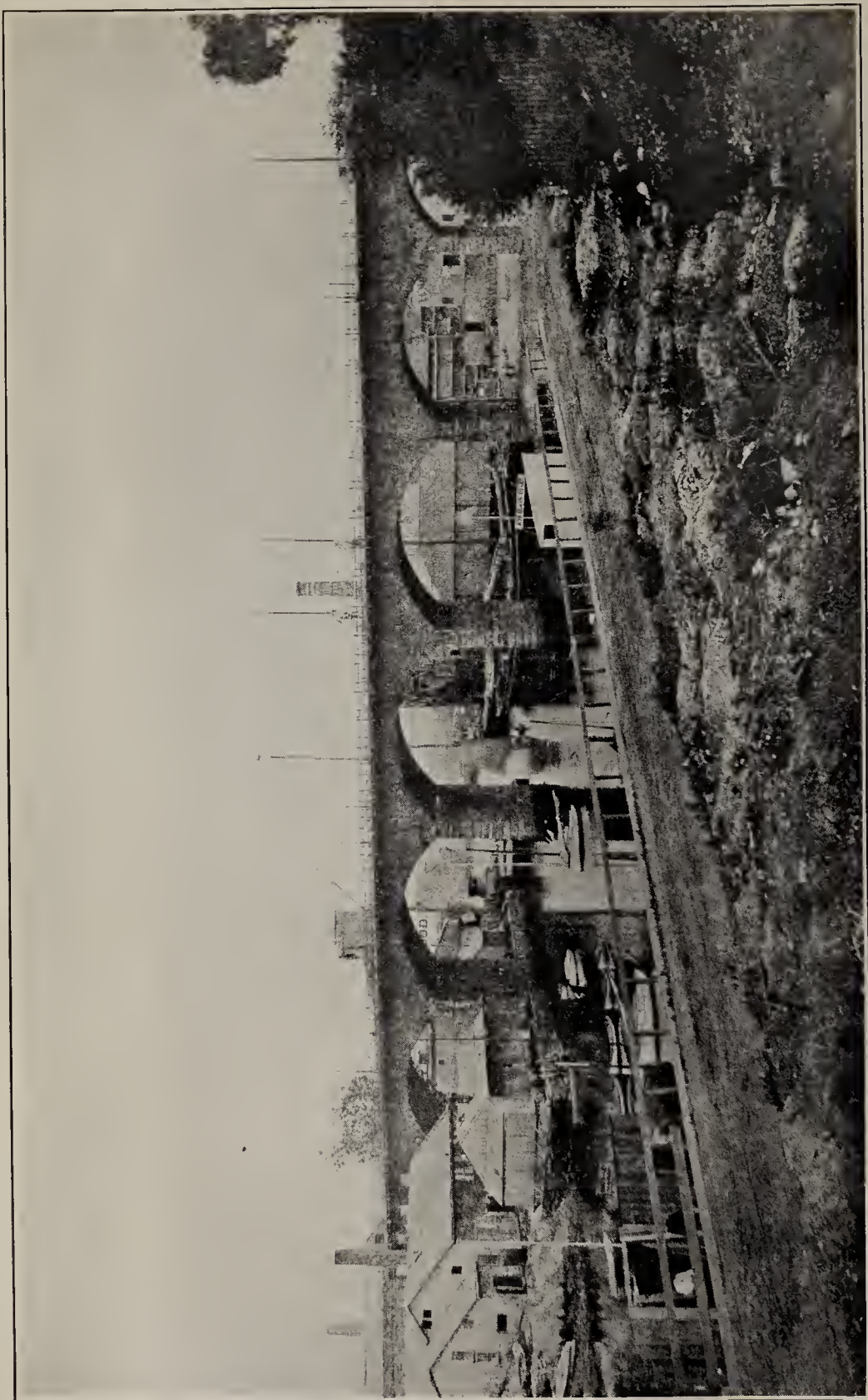
Mention has already been made of the early wooden bridges, across the river, at the falls, which were rebuilt from time to time until finally the stone bridge known as Main Street Bridge was constructed in 1858. This was, however, widened a number of years ago and recently has been resurfaced with asphalt but is still in good condition. In 1876 and 1877 the Division Street Bridge was erected, and, although many at the time thought it was unnecessary, the wisdom of building the same soon became apparent. Prior to 1872 there was no bridge across the Blackstone at Exchange Street but in that year an iron bridge was built at that point which was replaced in 1929 by the present cement bridge.

PUBLIC EDUCATION

In recent years the public school system has undergone a considerable change. Over eighty years ago in Pawtucket, on the east side of the river, a high school was established on School Street with William E. Tolman as principal. Pawtucket, on the west side, however, had no high school until 1874 when the discarded building of the Second Baptist Church on High Street was acquired and used until 1893, when for a few years the school was housed in various



Exchange Street Bridge in 1872



Division Street Bridge

buildings. In 1896 a new brick high school building (the present Joseph Jenks Junior High School) on Broadway was ready for occupancy and was the Pawtucket High School until the present Senior High School on Exchange Street, facing westerly towards the Blackstone River, was completed and occupied late in the school year 1926 and 1927, the class of 1927 being the first to be graduated therefrom. This building is a magnificent structure containing besides the numerous school rooms and administration offices, a gymnasium, swimming pool, cafeteria, laundry, work-shops and an auditorium capable of seating 1,500 persons, with a large stage and organ. There are also, in addition to the Joseph Jenks Junior High School, two other Junior High Schools, one on Mineral Spring Avenue, named after Samuel Slater, and one on Newport Avenue, named after Lyman B. Goff.

CIVIC BODIES

During the last fifty years or more numerous civic bodies and public institutions have come into being, and, in developing, proved their worth. Among these are the Pawtucket Free Public Library, opened in 1876 (succeeding the Pawtucket Library Association chartered in 1852) and now located in the beautiful building known as the Deborah Cook Sayles Library; the Pawtucket Business Men's Association, organized in 1881 (now known as the Pawtucket Business Men's Association and Chamber of Commerce); the Pawtucket and Central Falls Young Men's Christian Association; the Pawtucket and Central Falls Young Women's Christian Association; the Memorial Hospital, which opened its doors October 1, 1910; the Pawtucket Boys' Club; the Associated Charities; the Pawtucket Day Nursery Association and numerous others.

Military headquarters in Pawtucket, from the middle of the nineteenth century, consisted of Armory Hall (since torn down) at the southeasterly corner of High and Exchange Streets, and Infantry Hall at the northeasterly corner of Exchange and Hamilton Streets (later known as Grand Army Hall and now occupied by the Spanish War Veterans), but on June 12, 1895, the present State Armory on Exchange Street was dedicated and has since been the military headquarters in Pawtucket.

PAWTUCKET, A SEAPORT

Pawtucket, at the head of the tidewater of Narragansett Bay, always has been and still is a seaport. Although in recent years it has been more or less bottled up by three drawbridges across the Seekonk River, between Pawtucket and Fox Point, in Providence, there is still a considerable amount of freight traffic by water between Pawtucket and other points on the Atlantic Coast, but principally New York. For years, prior to shipments by rail, the coal and lumber dealers of this section received all of their coal and lumber by means of vessels and barges coming up Narragansett Bay, Seekonk River and Pawtucket River to Pawtucket. In days gone by the Pawtucket Steamboat Company ran regular excursion steamers from Pawtucket to various points on Narragansett Bay as well as Newport, and occasionally, weather permitting, just outside of the Bay. Pioneer, Pontiac, Peerless, Petrel and City of Pawtucket, are some of the names of these pleasure craft that are still remembered by the members of the various Sunday Schools that yearly booked excursions on these, as well as by the members of various other organizations that arranged daylight and moonlight excursions on the placid waters of the Seekonk and the protected expanse of Narragansett Bay. At the present time there is a State pier on the

easterly side of the River, which is the receiving and dispatching point for freight to and from Pawtucket by water, but no passenger service is now in operation. It would seem that, with the widening and deepening of the channel, Pawtucket, notwithstanding the drawbridges already erected, should always in the future protect its access to the sea and retain its manifold advantages.

THE CITY'S GOLDEN ANNIVERSARY

During the days of February 9th to 12th inclusive, 1936, the City of Pawtucket officially celebrated its "Golden Anniversary" marking the completion of the fiftieth year of its incorporation as a City. This observance began on February 9th, in the evening with the Golden Anniversary dinner at the State Armory. On February 10th, the official exercises of the dedication of the new City Hall took place at 2:00 P. M., and the official lighting of the same at 8:30 P. M., followed by a fire works display, and an open house throughout the city. On Tuesday, February 11th, a public reception was held in the new City Hall, with the Dedication Ball at the State Armory in the evening. On Wednesday, February 12th, the public inspection of the City Hall was continued from 9:00 A. M. to 12:00 midnight. There were also miscellaneous events including a military and naval parade, manufacturers' exhibit, art contest display and air maneuvers.

In connection with this celebration there was also issued a Golden Anniversary program of 143 pages with an historical cover in colors illustrating events in the development of Pawtucket from its founding up to the present time. This program in the form of a magazine contained numerous pictures of officials, past and present, and articles of an historical nature, together with photographs of prominent

buildings and places in the community, and a manual of the City of Pawtucket for the year 1935 and 1936.

THE FRESHET OF 1936

Reminiscent of the disastrous flood or freshet of February 12, 1886, reference is here made to the recent flood of March 12th to March 21st, 1936, when the waters of the Blackstone River rose again to unusual heights and fears were felt for the safety of dams, bridges and buildings along its course. In fact all of New England and other points in the eastern part of the United States were afflicted with dangerous, and in many cases, disastrous floods, due to excessive rainfall and melting snow, but fortunately the dams on the upper Blackstone held and ultimately the danger disappeared.

BUSINESS ENTERPRISES, PAST AND PRESENT

Pawtucket, during its rise as an industrial center to its present proportions, has been the home of many business enterprises and concerns, some of which have prospered and are still here, some of which have ceased to exist or moved elsewhere, while many newer enterprises and concerns have in recent years located here to take the place of those that formerly existed, and to a certain degree to increase the industrial activity and importance of this city.

An enumeration of the business enterprises and firms formerly located here would be too lengthy to include in this history but among those of importance during the past fifty years and now discontinued or removed elsewhere are the following: Pawtucket Hair Cloth Company, D. Goff & Sons, Greene & Daniels Manufacturing Company, Slater Cotton Company, Fales and Jenks Machine Company, Manville-Jenckes Company, James Brown Machine Com-

pany, Carpenter Tap & Die Co., and Gage Manufacturing Company. Likewise an enumeration of the present business enterprises and firms of this locality would be altogether too long to set forth in this book but among the largest and most important are the following: J. & P. Coats, Inc., of Rhode Island, Lebanon Mill Company, Royal Weaving Company, Greenhalgh Mills, Lumb Knitting Company, Potter & Johnston Machine Company, American Textile Company, Seekonk Lace Co., Anaconda Wire & Cable Company, Lorraine Manufacturing Company, United States Finishing Company, Hope Webbing Co., Glencairn Mfg. Co., Collyer Insulated Wire Company, Dempsey Bleachery & Dye Works, Acme Finishing Co., Union Wadding Company, Pawtucket Manufacturing Company, William H. Haskell Manufacturing Company, and just over the line in Attleboro, Crown Manufacturing Company and H. & B. American Machine Company.

At the present time the banking facilities in Pawtucket are provided mainly by the Pawtucket Institution for Savings, established in 1836, the Pawtucket Branches of the Industrial Trust Company and the Rhode Island Hospital Trust Company, Rhode Island Hospital National Bank, and the Slater Branch of the Industrial Trust Company, together with branches of Old Colony Co-operative Bank, the Morris Plan, and the M-A-C Corporations.

THE RHODE ISLAND TERCENTENARY JUBILEE

In celebrating this Tercentenary year of 1936, the Tercentenary Committee of the Lower Blackstone Valley, under the auspices of the Rhode Island and Providence Plantations Tercentenary Committee, Inc., has projected, in addition to the publication of this history, an historical and industrial exhibition held in the Old Slater Mill, and a festival concert, held in the auditorium of the Senior High

School, both of which were free to the public. The Pawtucket Chapter, Daughters of the American Revolution, cooperated with the Tercentenary Committee by keeping the Daggett House in Slater Park open one day each week for four months.

Mrs. Howard P. Chase, Regent of the Chapter, and Mrs. Edward L. Fifield, Chairman of the Daggett House Committee, also took school children and other visitors through the House on special days. The Chapter loaned articles of interest and historical value to the exhibition in the Slater Mill.

SLATER MILL EXHIBITION

The exhibition opened August 27, 1936, and continued until October 17, 1936, during which thousands of people visited the Mill and viewed the exhibits, many of the people coming from distant points. This feature of the Tercentenary observance was in reality a joint enterprise of the Tercentenary Committee of the Lower Blackstone Valley, the Old Slater Mill Association, and the Pawtucket Business Men's Association and Chamber of Commerce. The opening exercises on August 27, 1936, were attended by a large number of citizens, Roscoe M. Dexter, Chairman of the Committee and Secretary of the Old Slater Mill Association, presiding, with addresses by Honorable John F. Quinn, Mayor of Pawtucket, Arthur L. Philbrick, Vice Chairman and Treasurer of the Rhode Island and Providence Plantations Tercentenary Committee, Inc., Robert L. Anthony, President of the Rhode Island Tercentenary Association, Honorable John H. Powers, representing the mill workers of the Blackstone Valley, Walter H. Pilcher, Executive Secretary of the Pawtucket Business Men's Association and Chamber of Commerce, and Albert E. Noelte, Chairman of the Sub-Committee that arranged the exhibition.

The lower floor of the mill contained the exhibits of present day firms, located in the Lower Blackstone Valley, a list of which is as follows:

Korite, Inc.
Hemphill Co.
Berry Clothing Co.
Acme Finishing Co.
Priscilla Braid Co.
Seekonk Lace Co.
J. A. Gowdey Reed & Harness Co.
Wardwell Braiding Machine Co.
Blackstone Valley Gas & Electric Co.
Pawtucket Institution for Savings.
Wm. H. Haskell Mfg. Co.
Robinson Rayon Co.
Newell Coal & Lumber Co.
Berkshire Fine Spinners.
Cooley, Inc.
Anaconda Wire & Cable Co.
New England Telephone & Telegraph Co.
Waypoyset Mfg. Co.
E. L. Freeman Co.
Lorraine Mfg. Co.
Pawtucket Mfg. Co.
Atwood Crawford Co.
J. & P. Coats (R. I.), Inc.
Triad Mfg. Co.
Rhode Island Warp Equipment Co.
Adam Sutcliffe Co.
National Fabrics Corp.
American Express Co.

The second floor was devoted to historical exhibits showing many rare antiques and articles of historical

interest, including an old colonial kitchen, spinning wheels, hand looms, early machinery of various sorts, old books, documents and prints, and various other objects.

FESTIVAL CONCERT

The festival concert was given on Tuesday evening, October 13, 1936, by a Jubilee Chorus of 150 voices, organized for the occasion by William Meiklejohn, Chairman of the Concert Committee, and was attended by an audience of 1,200 music lovers. The program was as follows:

TERCENTENARY CONCERT

Lower Blackstone River Valley
Rhode Island

PAWTUCKET SENIOR HIGH SCHOOL

Tuesday, October 13, 1936—8:15 P. M.

William Smithson, Conductor

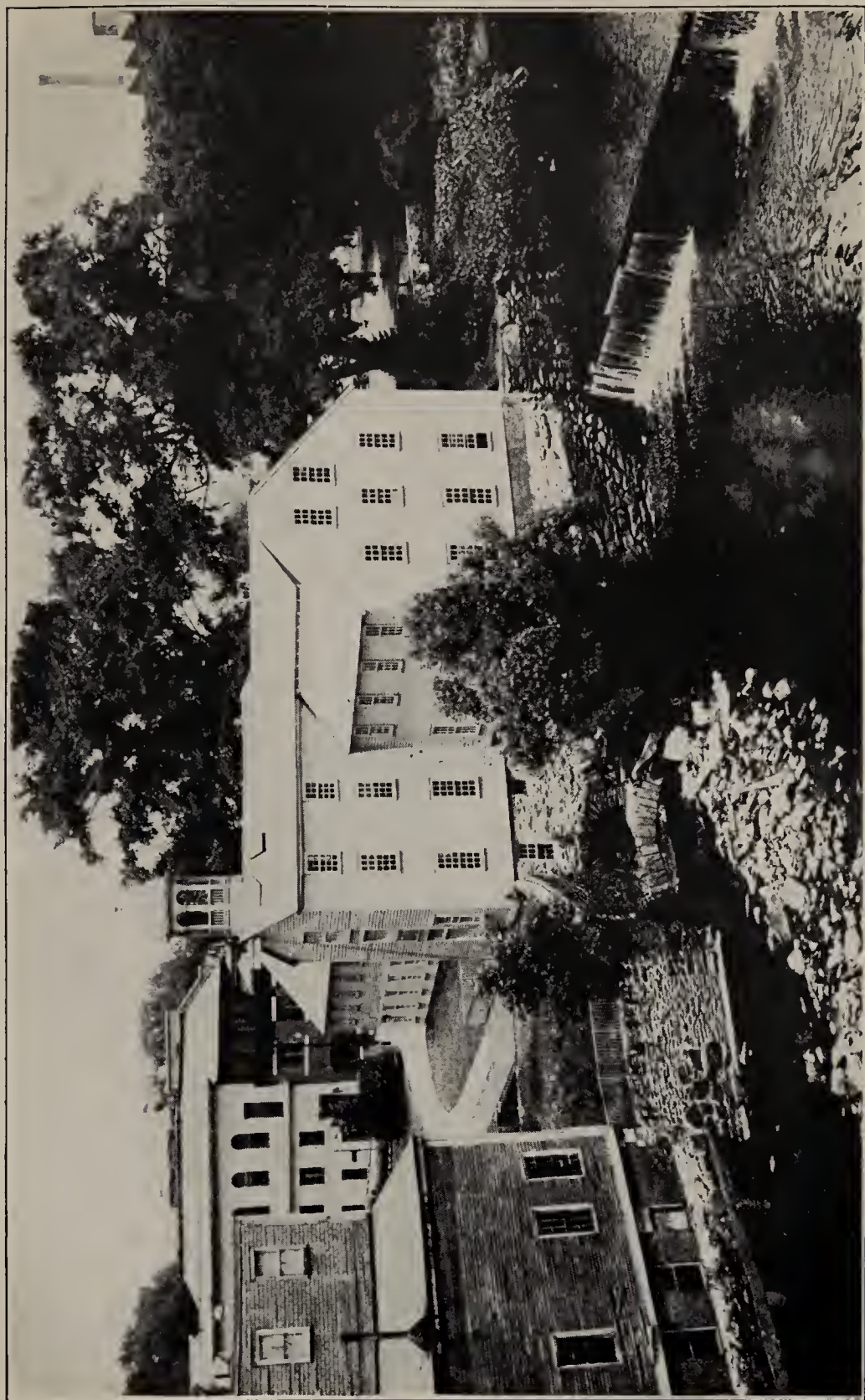
Joseph Paul Smith, Baritone Corina Papino, Accompanist
Cyril Owen at the Organ

PROGRAM

Address Judge Roscoe M. Dexter
Chairman of Pawtucket Tercentenary Committee

“Star Spangled Banner” *O’Hara*
“Song of the World Adventurers” *Converse*

CHORUS



Blackstone River at the Slater Mill in Mid-Summer



Blackstone River at the Slater Mill during Flood of March 12 to 21, 1936

"Eri Tui" from the Masked Ball *Verdi*

JOSEPH PAUL SMITH

"Now Let Every Tongue Adore Thee" *Bach*

"Lord We Pray in Mercy Lead Us" *Sibelius-Sammond*

CHORUS

INTERMISSION

"Cradle Song" *Brahms*

"Pilgrims' Chorus" *Wagner*

CHORUS

"The Hills of Home" *Fox*

"She Never Told Her Love" *Haydn*

"The Abbot of Derry" *Weaver*

JOSEPH PAUL SMITH

"Ye Watchers and Ye Holy Ones" *Bach*

"Old Folks at Home" *Foster*

"Hail Bright Abode" *Wagner*

CHORUS

CONCLUSION

As Pawtucket on the easterly side of the river was incorporated in 1862 and Pawtucket on the westerly side of the river set off from North Providence in 1874, and joined with Pawtucket on the other side, to constitute the territory of the Town of Pawtucket, R. I. (the present City of Pawtucket), it is difficult to relate very much in the way of statistical information. Its population in 1875 was, as given in the Rhode Island Manual, 18,464; in 1885 when incorporated as a city, 22,906; and in 1930, 77,149. The

total tax valuation of its real estate and personal property in 1934 was \$144,013,465, the tax rate being \$2.25 on each \$100.00.

Now at the end of three hundred years from the founding of the State by Roger Williams, in 1636, of two hundred sixty-five years from the founding of Pawtucket by Joseph Jenks, Jr. in 1671, and of fifty years from its incorporation and existence as a city, in 1886, Pawtucket with pardonable pride looks back at its contribution to the developments that have taken place in the city, state and nation for the advancement of human knowledge, enterprise, happiness, and welfare, and with its past as a criterion of its future, expects more great things in the years to come. There will be inaugurated in January, 1937, a newly elected city government with Hon. Thomas P. McCoy as Mayor. All wish his and every succeeding administration success in continuing the advancement of everything that is best for the citizens of Pawtucket and vicinity as well as for the State of Rhode Island.

The Story of Central Falls

The little more than a square mile of Rhode Island territory called the City of Central Falls, like the other territorial divisions of the Lower Blackstone River Valley, discussed in this narrative, finds its entire development closely associated with the streams that mark its eastern and western boundaries. Bounded on the east by the Blackstone River, on the west by the Moshassuck River, and on the north by Valley Falls Pond, Central Falls, probably the most densely populated city, for its physical

size, in the United States, is chiefly an industrial community, composed of many manufacturing and business establishments and the dwelling places of thousands who find employment near at home, or elsewhere in this river valley that has played so important a part in the history of American industry.

Going back to the origin, this area of Rhode Island, now the City of Central Falls, is found to have been first a part of Providence Plantations. Then, as described in the portion of this narrative devoted to Lincoln, certain pioneers decided to seek their fortunes in the northern and northwestern sections of the wilderness beyond the Town of Providence, and these men and their families became, in 1730, the first citizens of the three towns called Smithfield, Scituate and Glocester. And, these three divisions originally included what are now known as the towns of Scituate, Foster, Burrillville, Glocester, North Smithfield, Lincoln, a large part of the city of Woonsocket, and the City of Central Falls. At this point Central Falls was in the original Town of Smithfield. Lincoln was incorporated in 1871, and the area set apart to be included in that new township embraced Central Falls. Lincoln lost its largest village on February 27, 1895, when the act incorporating Central Falls as a city was accepted, the organization of said city being completed on March 18, 1895.

CAPTAIN PIERCE'S FIGHT

Back in the days when the site of this city was a part of Providence Plantations a tragic event occurred there that has been retold many times in connection with the record of King Philip's War. Following the nearly complete annihilation of the Narragansett Indians, and of other natives who had sought refuge with them, in the Great Swamp Massacre of 1675, the surviving Indians sought

revenge. Early in the following year they began a series of reprisals that caused considerable fear, especially in the outlying settlements, and these attacks led to the dispatching of Captain Michael Pierce with troops to disperse the natives, wherever they might be. Captain Pierce, commissioned by Plymouth Colony Court in 1669, was born in England and emigrated to America about 1645.

On March 25, 1676, Pierce and his detachment of sixty-three white soldiers and about twenty native allies marched from what is now Rumford to reconnoitre the territory and locate the enemy. After proceeding about three miles in a northerly direction, a small band of Indians was surprised and quickly routed, and about the same time, advance scouts returned with the news that the Indians, in large numbers, were assembling in the vicinity of what is now Lonsdale. Pierce withdrew his force to the starting point and made preparations for an expedition the following day, Sunday.

At some point in this stage of the narrative, Pierce must have had a premonition of impending misfortune, because he paused long enough in the excitement of military preparations to complete certain personal transactions and to make a will. It is interesting to note that he prefaced his will with the following: "Being now by the appointment of God, going out to war against the Indians, doe make this my last will and testament." At dawn the little column marched toward the Seekonk River and proceeded up the east bank in the direction of Pawtucket Falls. At the same time Pierce dispatched a messenger across the river to Providence requesting Captain Andrew Edmonds to join him with reinforcements at a designated spot on the west banks of the Blackstone River, in what is now Central Falls.

Then occurred what to modern minds seems inexplicable and which, without question, sealed the doom of Pierce and

his men. The messenger arrived in Providence shortly after the beginning of the Sabbath Day services. But, so deep-seated was his conception of the proper respect due the observance of the Lord's Day that the conscientious messenger waited several hours for the meeting to come to a close before delivering his important message to Captain Edmonds. The delay was fatal.

Edmonds swiftly mustered his men and started them on a march out of Providence, but they reached the point described by Pierce in his message too late. Confident that Edmonds would reinforce him in due time, Captain Pierce had marched his men over the swamps and fields to the east bank of the Blackstone River above Pawtucket Falls. Not suspecting an ambush, he proceeded boldly along the river bank seeking a place where a crossing could be made to the opposite side. Hardly had a fording place been selected when a mighty roar of warwhoops from the rear and both flanks revealed the near presence of the enemy. Instantly, Pierce ordered his men to stand ground and prepare for a charge, but, on second thought he directed that they cross the river, hoping to gain a strategic advantage. The men plunged into the stream and crossed over only to discover that the west bank was also swarming with Indians. The ruse was complete. Forming his little company into a circle, and taking cover behind rocks and trees, Pierce bravely began what his military instincts must have told him was a hopeless struggle. Surrounded on all sides, outnumbered ten to one, the white soldiers kept the enemy at bay for nearly two hours. As one old record states, "Captain Pierce cast his sixty-three whites and twenty Indians into a ring and six fought back to back, and were double, double distance all in one ring, whilst the Indians were as thick as they could stand 30 deep."

The gallant commander fell early in the battle, but his doomed companions stubbornly fought on as only men can in the face of certain death. Then as their ranks thinned and their ammunition gave out, the Indians closed in for the final onslaught. Clouds of arrows rained upon the survivors, tomahawks whizzed through the air straight to their human marks, and with one mighty charge the Indians swept those who still remained from their stand. A few succeeded in breaking through the ranks of the victors, but they were captured quickly. Nine men were taken to the place described elsewhere in that portion of this narrative devoted to Cumberland as "Nine Men's Misery," and there were put to death. When Captain Edmonds arrived from Providence the woods were again quiet; the waters of the Blackstone River were calmly coursing on their way; and the sun shone brightly overhead. Indians and captives had all disappeared, but the bodies of the dead, half-hidden here and there in the underbrush by the side of the river, told the grim story of tragic defeat. A memorial tablet has been placed at the upper part of High Street, a little north of the archway under the Providence and Boston Railroad bridge, to mark the site of this historic engagement.

EARLY MANUFACTURING

The history of Central Falls is so closely connected with the social, political, commercial and industrial development of Pawtucket that it is difficult to arrange, in narrative form, much more than a general review of the outstanding industries that have brought distinction to the place. Benjamin Jenks was the first to use the water power of the Blackstone River in what is now Central Falls, and he utilized this power by extending a trench by the side of the river up stream above his snuff mill. Charles Keene was

responsible for the building of the first dam across the river at Central Falls, and perhaps the first dam across the Blackstone anywhere, in 1780, and he erected a building for the manufacture of scythes and other edge tools. This dam was near and probably a little above what is now the Roosevelt Avenue (formerly Mill Street) bridge. A part of the Keene plant was occupied by a manufacturer of chocolate, and that is where "Chocolate Mills" came from, the name that the village went by until 1824. Most of the land was originally owned by the Jenks family, and although portions of the desirable manufacturing sites passed into other hands for a period, it all came back into their possession shortly after the beginning of the nineteenth century. At that time members of the Jenks family were engaged, principally, in the manufacture of iron bolts and ship chandlery. In 1811, Stephen Jenks erected a building at Central Falls and used it as a machine shop in which he made 10,000 muskets. The United States government paid Jenks \$11.50 each for these firearms.

CENTRAL FALLS MILL OWNERS ASSOCIATION

In 1823 the water power at Central Falls was divided into six privileges, each of which was entitled to an aperture in the side of the trench six feet long and two feet below the top of the dam. John Kennedy, in conjunction with Almy & Brown, purchased Privilege No. 1; immediately built a brick mill and commenced the manufacture of cotton cloth. John Kennedy was a public-spirited citizen, and it was mainly through his efforts that public subscriptions were raised to build the first highway bridge at Central Falls. This bridge was completed in 1827 and the people held a great celebration in the new mill which had been erected by David and Joseph Jenks on Privilege No. 2. This was the celebrated public observance when Stephen Jenks

announced that the old name of Chocolate Mills would be dropped and the place would be known thereafter as Central Falls.

On Privilege No. 3 a stone mill was erected by the Pawtucket Thread Manufacturing Co., the members of which were Jabal Ingraham, Bosworth Walker and Uriah Benedict. Stephen Benedict and Joseph Wood built a wooden mill, in 1840, on the north half of Privilege No. 4 and began the manufacture of cotton cloth. Alvin Jenks and David G. Fales erected, in 1835, on the south half of No. 4 and the north half of No. 5 Privileges, a wooden building in the lower story of which they began the manufacture of cotton machinery, while they rented the upper portions of the mill for the manufacture of cotton goods. Charles Moies, John Moies, and George F. Jenks erected a wooden mill, in 1839, on the south half of Privilege No. 5, in part of which they manufactured cotton cloth, while on the other floors H. N. Ingraham made print goods and David Martin turned out spools and bobbins.

Stephen Jenks was the proprietor of Privilege No. 6. In 1826 he purchased the meeting house of the Attleboro Universalist Society which originally stood in North Attleboro, Massachusetts, moved it to this location in Central Falls and made it into a mill for the manufacture of cotton cloth.

CENTRAL FALLS FIRE DISTRICT

As outlined elsewhere in this narrative Central Falls was still in the Town of Smithfield when these water privileges were occupied. But the rapid rise of industry at this point on the Blackstone River attracted many workers, and as trade increased the citizens of Central Falls realized that they had many local interests that were quite different



Central Falls City Hall, 1936



Horace Daniels house on the corner of Cross, Broad and Central Streets, Central Falls, in 1904. The house is now located at the corner of Cross and Broad Streets, and is known as Connelly Block

from those of people in the rest of Smithfield. In order to enable them to care for these sectional interests at their own expense the General Assembly, in 1847, passed an act constituting the village a sort of municipal corporation under the name of the Central Falls Fire District. While remaining subject to Smithfield in general matters, the new Fire District was authorized to tax the citizens of the village for the maintenance of fire apparatus and fire companies. As the community increased the power of the District was successively enlarged by legislative amendments to the charter. In 1860, Central Falls was authorized to light the streets; in 1875, then a part of Lincoln which was incorporated in 1871, the District was authorized to maintain a police force; in 1877, to introduce a water supply; in 1879, to issue bonds to pay for its water works; in 1882, to conduct a free library.

To carry out these projects the Central Falls Fire District had the power of assessing taxes, but, at the same time, the taxpayers continued to pay town taxes for the support of schools, highways, the poor, and the general expense of town government. This arrangement was not destined to last very long after the taxpayers realized that they were carrying a burden of double taxation. At first some of the political leaders talked of a union with Pawtucket but jealousy and other obstacles prevented the consummation of this proposal. Furthermore, the people in the remoter sections of Lincoln objected to the large expenditures of money in Central Falls for streets, sewers and similar large community leads claiming that such improvements were of no benefit to the residents in the rural districts. By 1890, the population of Lincoln had reached more than twenty thousand, of which about two-thirds were in Central Falls Fire District. As a result of these conditions a movement was started with the object of creating a city out of the

compact industrial center in the populous southwest corner of Lincoln. Action was taken at the Lincoln town meetings of June 11 and December 21, 1894, that resulted in the passage of an act by the General Assembly, February 21, 1895, incorporating the City of Central Falls, the remainder of town retaining the name of Lincoln. This act was accepted by the citizens at an election held February 27, 1895.

INCORPORATION AS A CITY

The first election under the city charter was held March 15, 1895, and the first city government was organized March 18. The first Mayor was Charles P. Moies, and the Aldermen elected were Eastwood Eastwood, Hector Schiller, George M. Thornton, William J. Martin, Thomas L. Jollie. The Councilmen elected were Joseph E. Fales, Graham Cowperthwaite, George H. Spaulding, Myron Fish, Eugene B. Ponton, J. Curry McCartney, Francis H. Washburn, Charles E. Cummings, Peter Gorman, Allen U. Barber, and Henry Butters.

It is important to record that the Central Falls Fire District, incorporated in 1847, when the small village of Central Falls was in the Town of Smithfield, did not include all that is now Central Falls, but extended northerly up Broad Street only about as far as Blackstone Street, and the territory north of that point, although located in Smithfield (later Lincoln) and now constituting a part of the City of Central Falls, was formerly known as Valley Falls, being the southerly part of the village of Valley Falls, which originally was the name given to the industrial community lying on both sides of the Blackstone River at what is still called Valley Falls in the Town of Cumberland.

When the City was incorporated in 1895, it acquired not only the Lincoln Town House on Summit Street, built in

1873, which it converted into and used as a City Hall until 1928, and the Lincoln High School and other schools within the city limits (the Lincoln High School becoming the Central Falls High School), but also the property of the Central Falls Fire District, comprising the water, sewer and street-lighting systems, the Central Falls Public Library, the fire apparatus and buildings, including the Pacific Engine House, so-called, which was a two story brick building built prior to 1878 and situated on the northerly side of Cross Street and the easterly side of and adjoining the tracks of the Providence and Worcester Railroad as then located. The basement of this building had been and continued for years to be used as a Police Station, the street floor by the fire engine company and the upper floor for meetings of the District and to house the library which the District was authorized to maintain. Later the second floor was used exclusively for library purposes until the erection and completion of the Adams Library building on the northerly side of Central Street in 1910 at which time the Central Falls Public Library was moved into this new building where it has been located ever since. Stephen L. Adams, a public-spirited citizen of Central Falls, died April 11, 1900, and by his will bequeathed to three certain Trustees the sum of \$35,000, of which \$25,000 was to be used in the acquisition of a site and the building of a free public library and reading room for the use of persons residing in the vicinity, the remaining \$10,000 to be invested and the income thereof to be used for the upkeep of the building and grounds.

THE ADAMS LIBRARY

This "Board of Trustees of the Adams Library" were also authorized to incorporate and thus it was that an act was passed by the General Assembly on March 24, 1905,

incorporating the three Trustees, Edward L. Freeman, Joseph W. Freeman, Charles S. Foster and their successors under the name of "The Board of Trustees of the Adams Library" to be located in the City of Central Falls, Rhode Island, for the purpose of carrying into effect the provisions of the trust as created by the will of said Stephen L. Adams. There was considerable litigation concerning the will of Mr. Adams, which accounts for the long delay in executing the provisions of his will, but ultimately the Trustees received the amount of the legacy in full with interest and the building was opened to the public on April 30, 1910. By the Act of Incorporation the Trustees were authorized to make such arrangements and agreements with the City Council of the City of Central Falls as may be mutually agreed upon for the management and maintenance of said free public library and reading room not contrary to the provisions of the will. By the ordinances of the City, it is provided that the "free public library acquired from the Central Falls Fire District" should continue under the name of "The Free Public Library of the City of Central Falls" under the control of three Trustees elected by the City Council for three years terms, one to be elected each year. For many years after the creation of the Adams Library, the same persons occupied the positions of "The Board of Trustees of the Adams Library" and Trustees of "The Free Public Library of the City of Central Falls." Thus it came about that the library belonging to the city is contained and operated in the building of the Adams Library and is commonly referred to as the Adams Library.

The Pacific Engine House, previously referred to, was torn down in 1914 when the railroad tracks were depressed and the railroad bed altered and widened in connection with the abolition of grade crossings. It is also important to note that all of the Smithfield Records up to 1871 and

all of the Lincoln Records up to 1895 are in the custody of the City of Central Falls and lodged in the City Clerk's office with the Records of the City since its incorporation in 1895, although copies of the Lincoln Records from 1871 to 1895 are on file in the Lincoln Town Clerk's office at Lonsdale.

THE WATER SUPPLY

When the Town of Pawtucket in the late 1870's began to establish their water supply system by obtaining water from the Abbot Run stream in Cumberland, the Central Falls Fire District arranged to obtain water from the Pawtucket Water Works, but installed its own mains and still owns its own mains and hydrants, receiving by way of recompense the same rates to its citizens as Pawtucket should charge citizens of Pawtucket, and also receiving a rebate on the sums paid by citizens of Central Falls to Pawtucket for water. At the time of this writing, the last water contract between the two municipalities having expired several years ago, a controversy is pending in the Superior Court, wherein Central Falls is Complainant and Pawtucket is Respondent, with reference to the financial obligations due from one to the other.

JENKS PARK

In 1890, Alvin F. Jenks, a former resident of Central Falls, conveyed a tract of about four acres, more or less, lying between Broad and Washington Streets for use as a public park which is known as "Jenks Park." It has been greatly improved and beautified and has given much comfort and enjoyment to the citizens of this locality. In 1900 the Cogswell Clock Tower was erected on the high elevation in the park, commonly referred to as "the mountain" from the top of which a view may be had, on a clear day,

of a large part of Rhode Island and the neighboring portion of Massachusetts.

When the City of Central Falls was incorporated in 1895, there were three iron bridges over the Blackstone River connecting Central Falls with its neighbors, Pawtucket and Cumberland. These have all been replaced by cement bridges,—the Cross Street Bridge in 1905, the Mill Street (now Roosevelt Avenue) Bridge in 1910, and the Broad Street Bridge in 1915.

THE MOSHASSUCK CEMETERY

The Moshassuck Cemetery, the only cemetery located within the City limits, is situated in the northwesterly corner of the City between Lonsdale Avenue and the Town of Lincoln line, and was opened in 1868. It is a private corporation, the owners of lots forming the corporation. It consisted originally of about seven acres. On Memorial Day, May 30, 1888, Ballou Post, No. 3, G. A. R., of the Department of Rhode Island, located at Central Falls, dedicated the Soldiers and Sailors Monument on the large square lot belonging to Ballou Post in this cemetery, and here on each Memorial Day since the members of this Post have held appropriate exercises in memory of their departed comrades, being assisted in the later years by the Sons of Union Veterans of the Civil War, the Spanish War Veterans, Veterans of Foreign Wars, the American Legion, and the Boy Scouts.

SCHOOLS AND CHURCHES

In 1927, the new or present Central Falls High School located at the southeast corner of Illinois and Summer Streets, was completed and occupied, and thereafter the former High School Building at the northwesterly corner of Broad and Summit Streets was converted into a City

Hall and since 1928 has been occupied and used as such, the old City Hall on the southerly side of Summit Street (formerly the Lincoln Town Hall) being converted into a Trade School and headquarters for the School Department.

The oldest church in the city is the Broad Street Baptist Church, formed in the early days of the village of Central Falls, on October 22, 1844, as the "Central Falls Baptist Church." Meeting at first in the school house, its first church building was on High Street (the building where, until a few years ago, the Frost Paper Box Company was located before it was consumed by a fire). In 1876 and 1877 the present church building, of Gothic architecture, was erected at the northeasterly corner of Broad and Central Streets and the same was dedicated on September 18, 1877, with impressive ceremonies. The Central Falls Congregational Society was organized February 7, 1845, having been duly chartered by the General Assembly. The original church building, dedicated June 18, 1845, was located on the easterly side of High Street, on the site where the St. Joseph's Roman Catholic Church (Polish) now stands, was later known as Temperance Hall. The present church, located at the southwesterly corner of High and Jencks Streets, was dedicated April 30, 1884. Later in 1868 followed the Embury Methodist Episcopal Church on the northerly side of Cross Street, and at about the same time St. George's Episcopal Church at the southwesterly corner of Central and Clinton Streets.

The original French Roman Catholic Church, Our Lady of the Sacred Heart, was located on Fales Street, near Broad Street, being built in the early 1870's, about 1873. This building was demolished in 1935 when the beautiful new church was completed and occupied. It is situated on the westerly side of Broad Street, adjoining Jenks Park. The Holy Trinity Church, Roman Catholic, located on the

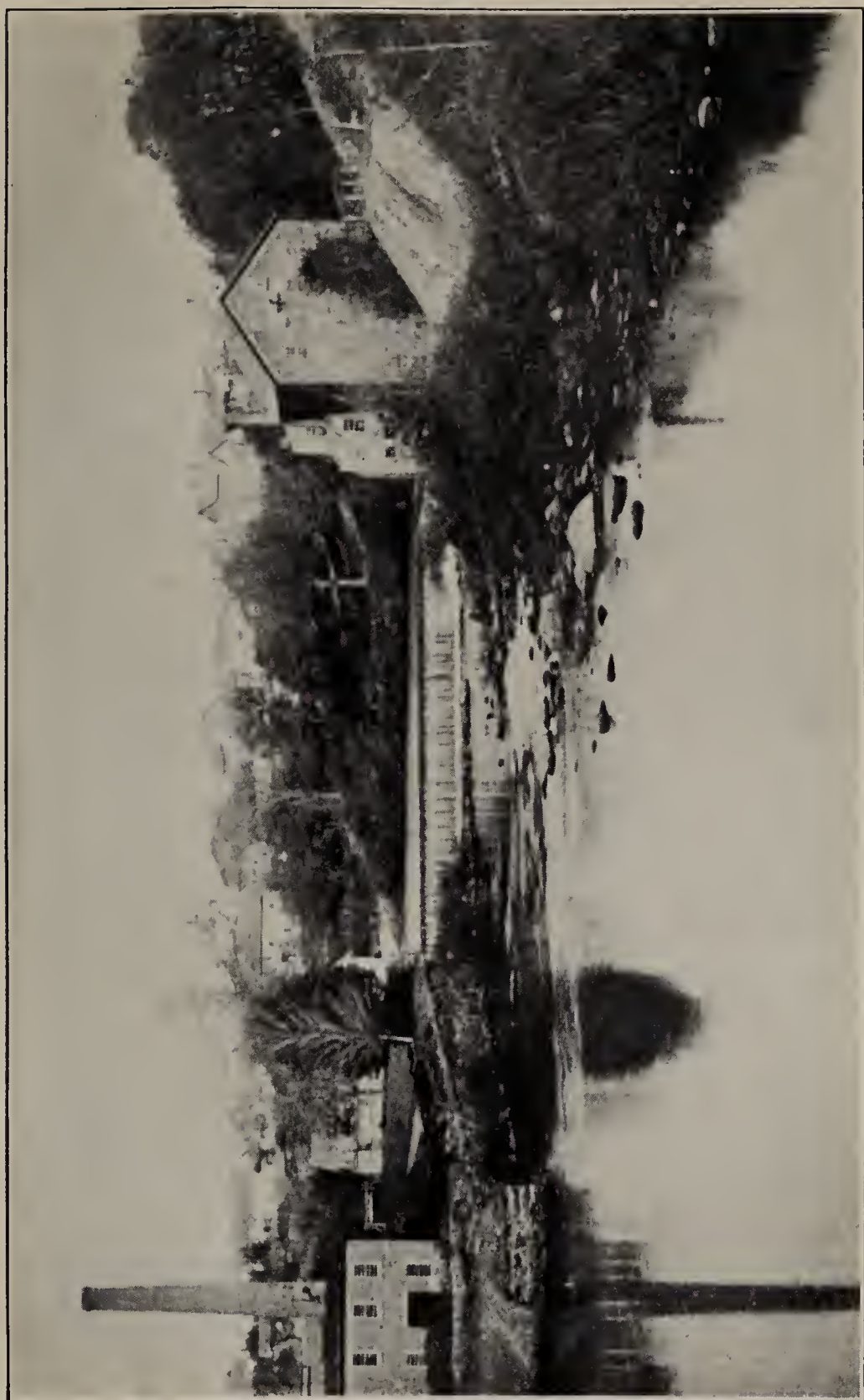
southwesterly corner of Fuller and Hedly Avenues, was erected in 1889 and is of imposing architecture. St. Mathieu's Roman Catholic Church, French, is of more recent date, having been erected in 1927, although originally the church services were held in what is now one of its parochial schools.

In more or less recent years, other churches have been established in the city including the Peoples Mission, United Presbyterian Church, located on the northeasterly corner of Cross and Evaleen Streets, St. Ephrem's Orthodox Assyrian Church and Baptist Portuguese Mission.

Up to 1914 the Police Headquarters were located in the old Pacific Engine House on Cross Street and the sessions of the Eleventh District Court were held in the City Hall on Summit Street. This situation was very unsatisfactory and finally the State and the City jointly built the combined Court House and Police Station located at the southeasterly corner of Broad and Pacific Streets, the dedicatory exercises being held September 15, 1914.

INDUSTRIAL ENTERPRISES, PAST AND PRESENT

As to the industrial life of Central Falls in the more recent years, it is enough to say that industrially this community is so much a part of Pawtucket, the J. & P. Coats, Ltd., the former Fales & Jenks Machine Company's plants, and the Pawtucket and Central Falls Railroad Station being located on the line between the two cities, that it seems proper to have most of this subject treated of in that part of this history that is devoted to Pawtucket. However, it may be said as to industrial matters not associated with those of Pawtucket, that Central Falls, from its beginning as "Chocolate Mills" in 1823 and 1824, the latter date being the time, when, according to the Real Estate Records, the



Dam and Grist Mill at Central Falls in 1870



Cogswell Memorial Clock Tower erected 1904



Cross Street Bridge with the old American Hair Cloth plant and Greene & Daniels Mfg. Co. in the background; Cyrus Aldrich's Transfer Horse Car in the foreground. Photograph taken in 1880

locality began to be referred to as "Central Falls, also called Chocolate Mills," has always had industries of its own. In the course of these years, many enterprises have come into being in Central Falls, grown and prospered and finally moved elsewhere or ceased to exist. Among these, without meticulous regard to chronology, are the following:

A. & W. Sprague Company.
U. S. Cotton Company.
Farwell Worsted Company.
Stafford Manufacturing Company.
American Hair Cloth Company.
Albion Company (operating at the former plant of the Valley Falls Company).
American Curled Hair Company.
American File Company (Removed to Providence as part of Nicholson File Company).
Fales & Jenks Machine Company.

The above list is not inclusive. There are, however, at the present time, a large number of important but not too large industrial concerns located in this city. Among them are the following:

E. L. Freeman Company (in the printing business since 1863 in Central Falls).
Adam Sutcliffe Company.
National Weaving Company.
Wardwell Braiding Machine Company.
Priscilla Braid Company.
Hemphill Company.
United Nets Corporation.
Waypoyset Manufacturing Company.
M. Salzberg & Sons, Inc.
Pantex Pressing Machine, Inc.

The population of the city in 1895 was 15,828 and in 1936 was 23,996, the highest point being in 1930 when it reached 25, 898.

Central Falls has often been referred to as a completed city owing to its small size and compactness but changes are always taking place and much remains to be done before it can truthfully be said that it is a completed city. One striking change that has been gradually going on for the past fifty years is the coming of people of many races and nationalities to live within its boundaries. In addition to the former Yankee, English, Irish, Scotch and French-Canadian elements, there are now large groups of Polish, Syrian and Portuguese extraction, thus giving the city a decidedly cosmopolitan tinge.

The Story of Lincoln

Since the Town of Lincoln was originally a part of the Town of Smithfield, not the Smithfield of today, but a much larger town by the same name, an historical sketch of Lincoln must go back to the origin of the parent town. At the beginning of the eighteenth century, Providence was a busy community, well on the way to becoming an industrial and commercial center, and, during the quarter century thereafter, activities became so varied and population so concentrated, that it was decided to create three towns out of the "outlands" of Providence to relieve congestion. Thus, Scituate, Glocester and Smithfield, "old" Smithfield, came to be incorporated in 1730. The area laid out for Smithfield was extensive, comprising seventy three square miles, bounded on the east by the Blackstone River, on the

south by what is now Johnston, North Providence and Pawtucket, on the west by Glocester (this town then included present Burrillville) and on the north by Massachusetts. Of course, there were already a few pioneering settlers who had built homesteads within these boundaries before 1700, and who formed the nuclei of the new little villages and country seats that sprang up here and there after the incorporation of Smithfield. The first settlers and those who followed later turned to farming, reaping rich crops from the virgin soil, but the potential water power of the Woonasquatucket River, winding through the territory, was used, at first, for nothing more than to run the grist and saw mills that served the needs of an agricultural people.

The first town meeting of "old" Smithfield was held at the home of Captain Valentine Whitman in the Spring of 1731, and the first town council consisted of John Arnold, Captain Joseph Mowry, Thomas Steere, Samuel Aldrich, John Mowry and Benjamin Smith. John Sayles became the town treasurer, Uriah Mowry, town sergeant, and David Comstock, Elisha Steere and Joseph Herenden, Jr., the first three constables. It took a few years for the new settlers to build up their homes before town affairs came in for a major share of attention, but, by 1738, provisions had been made for the upkeep of the town roads, and stocks and a whipping post had been installed. Ten years later, with the population numbering a little less than five hundred, Smithfield was divided into sixteen highway districts.

One of the early industries of the town, following agriculture, was the smelting and casting of iron in furnaces fired by charcoal. Andrew Waterman had such a furnace in Greenville, using iron ore from Cranston. Israel Wilkinson established Unity Furnace, now Manville, where he achieved fame as a maker of cannon, and, by the middle of

the century, the Farnums, John, the father, and Joseph and Noah, the sons, built large iron works at Georgiaville. The importance and success of this enterprise induced John Farnum to construct a turnpike from Georgiaville to Providence, just to accommodate his business. This explains the origin of the Farnum Pike.

AT THE TIME OF THE REVOLUTION

The town was well-established when the Revolutionary War broke out, draining the countryside of men and resources. Immediately, in 1775, three "foot companies" were raised and all available firearms were collected and put in shape for instant use in case of an invasion. As far as this period of military history is concerned, suffice it to say, that Smithfield answered the muster in full, with both men and supplies. Soon after the war, Smithfield plunged into State politics on two important issues; first, that of representation and taxation, and, second, that of the ratification of the national Constitution. In 1786, the town made up a petition concerning the unfair ratio between State representation and taxation of the town, and succeeded in remedying the difficulty to a great extent. On the matter of the Constitution, like most of the other outlying towns of Rhode Island, Smithfield was violently opposed to State ratification, fearing that it would curtail State rights.

COTTON AND WATER POWER

About 1812, cotton mills began to be built in various parts of Smithfield, starting an industry that has since dominated in the region. At first, small mills were built in Manville and Allenville, and, by 1829, there were twenty mills within the town limits. Others followed rapidly during the next forty years, until full use was being made of the Woon-

asquatucket's water power. This was not reliable, however, particularly during the dry seasons of the year, and so, the natural result was the forming of the Woonasquatucket River Company, chartered by the General Assembly to build reservoirs to catch and store surplus water when it was plentiful. Slack's Reservoir, partly in present Smithfield, and in Johnston, was the first to be built, followed by the two Sprague Reservoirs. The Waterman Reservoir was completed in 1838, and with this amount of storage, ample to supply a steady flow of water, large mills sprang up at Georgiaville, Stillwater, Knight's Mills, Granite Mills, Windsor Mills, Greenville and Allenville, and these reservoirs actually became the determining factor in the general transformation of the area from a farming into an industrial center. In 1820, there were about five thousand inhabitants in "old" Smithfield, but, in 1860, the population had risen to more than thirteen thousand.

DIVISION OF TOWN OF SMITHFIELD

At that time there was considerable discussion as to the advisability of a division of the town because of the diversities of occupations and interests of its inhabitants. Some were almost entirely interested in agricultural pursuits; others had interests pointing towards the manufacturing establishments along the river at the north end of the town; some were bound by business and social ties in the Town of Woonsocket, while others living in the area that later became Lincoln, had most of their attention directed to business and trade along the lines of the Blackstone and Moshassuck Rivers. But, nothing was done about a long-talked-of proposal to divide up Smithfield until January 21, 1871, when a town meeting was held for the purpose of discussing the idea. A vote was taken on the matter revealing that the town was in favor of being divided into

three parts, according to a proposed act of the Legislature exhibited before the meeting. A committee was appointed to introduce the subject to the Legislature, and the members of this committee later reported that the division would be authorized.

LINCOLN INCORPORATED

There was much discussion as to names for the new towns, and there were many differences of opinion. Finally the name "Lincoln," in commemoration of Abraham Lincoln, was agreed upon for the proposed southeastern division; and when the act authorizing the division of the Town of Smithfield was passed, in March, 1871, Lincoln was the name given to that area. This same Act incorporated the new town and fixed its boundaries as follows: "commencing at a point in the north line of North Providence where the Douglas Pike crosses said line, then (bounding the town on the south) running easterly along said line till it reaches the center of the Blackstone River; thence running with the center of the Blackstone River, opposite the center of the mouth of the Crookfall River; thence (bounding the town on the west) running by and with the center of the Crookfall River to a point where the road leading from the Providence and Worcester Road (so-called) past the house of Ephraim Sayles crosses it; thence southerly in a straight line to the place of beginning." This explains how what is now Central Falls was first in Providence, later in Smithfield, and lastly in Lincoln, before its incorporation as a city in 1895.

Charles Moies, Job Shaw, Arlon Mowry and Cyrus Arnold were appointed a committee to run lines and set stone bounds between the towns. The boundaries of Lincoln have remained intact except that the town is now bounded on the south in part by North Providence and in

part by Pawtucket, formerly a part of North Providence, and on the southeast by the city lines of Central Falls. At the time of its incorporation Lincoln had a population of 7,889.

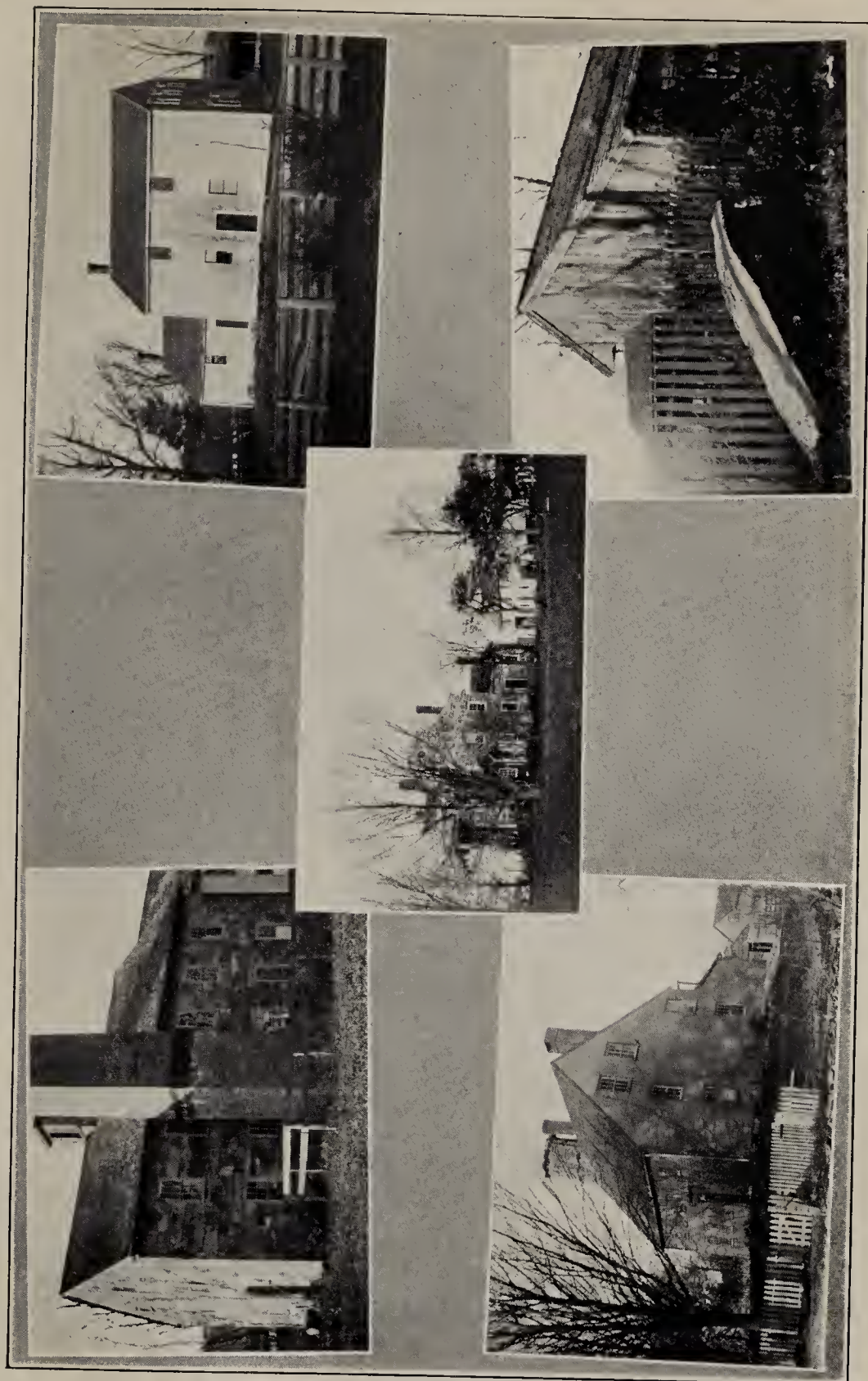
HISTORIC SHRINES

One of the most interesting historic treasures in the Town of Lincoln is the ancient dwelling referred to at various times as the "Garrison House," "The Old Stone Chimney House," and "The Splendid Mansion of Eleazer Arnold." It stands on the northeasterly side of Great Road, a short distance from the junction of Chapel Street, Front Street and Great Road, and not a great distance from the Quinsnick section of Lincoln Woods Reservation. It is believed that the original part of the structure was built by Eleazar Arnold as early as 1687, and tradition has it that it was then regarded as a sight worth traveling miles to behold. It appears rather small and unimposing today, although the huge stone chimney that covers nearly all of the north side of the building is something that present generations may properly admire. Writing about this old Arnold homestead, one of the descendants of the original owner said, that it required the services of three men to build this unusually large chimney. The first man who worked on it died before he could complete his task. A second worker, taking up the work where the first had suddenly left off, also died before he could finish. The third man, with courage, carried on until the last stone had been fitted into place. Thus this chimney stands today as a monument to its three successive builders.

Many charming stories have been told about those who lived in this old house with the huge chimney that is now in the possession of the Society for the Preservation of New England Antiquities. Not far away and near the Quins-

nickety entrance to the Lincoln Woods Reservation stands another ancient landmark—"Hearthside," built by Stephen Smith in 1811. This gentleman had fallen madly in love with an ambitious young lady who promised her hand in marriage if she were provided with a dwelling house "better than any other in the country." So, the hopeful Mr. Smith bought a ticket in the Louisiana Lottery and, much to his surprise, won \$40,000, a stupendous sum in those days. Happily the two agreed upon plans for a mansion that would meet the demands of the lady, and, without delay, granite was hauled from nearby fields for the walls and foundations of the dream house. Slowly the beautiful structure rose with its lovely curving roof lines, spacious porch, and mantels made from marble brought from across the ocean. When the house was finally completed, young Smith hung his fiancée's portrait on the wall in a golden frame, but, alas, his money had all been spent. The young lady declined to carry out her part of the bargain, leaving the disappointed Mr. Smith with a choice example of late Colonial type of American architecture on his hands. He remained a bachelor and lived out his life in a smaller house nearby. "Hearthside" was used as the model for the Rhode Island exhibition house at the St. Louis Exposition.

Across the road from this striking homestead stands the so-called "Butterfly Factory" also built by Stephen H. Smith, in 1811. The "butterfly" appellation comes from the curious coloring of two stones placed side by side on the walls of this structure, the two stones having the appearance of the wings of a butterfly. The bell which formerly hung in the belfry bore the date of 1523 and is said to have once been suspended in the tower of an English convent, and later to have been on the British frigate "Guerriere" at the time of its defeat by the U. S. S. Constitution, "Old Ironsides," during the War of 1812.

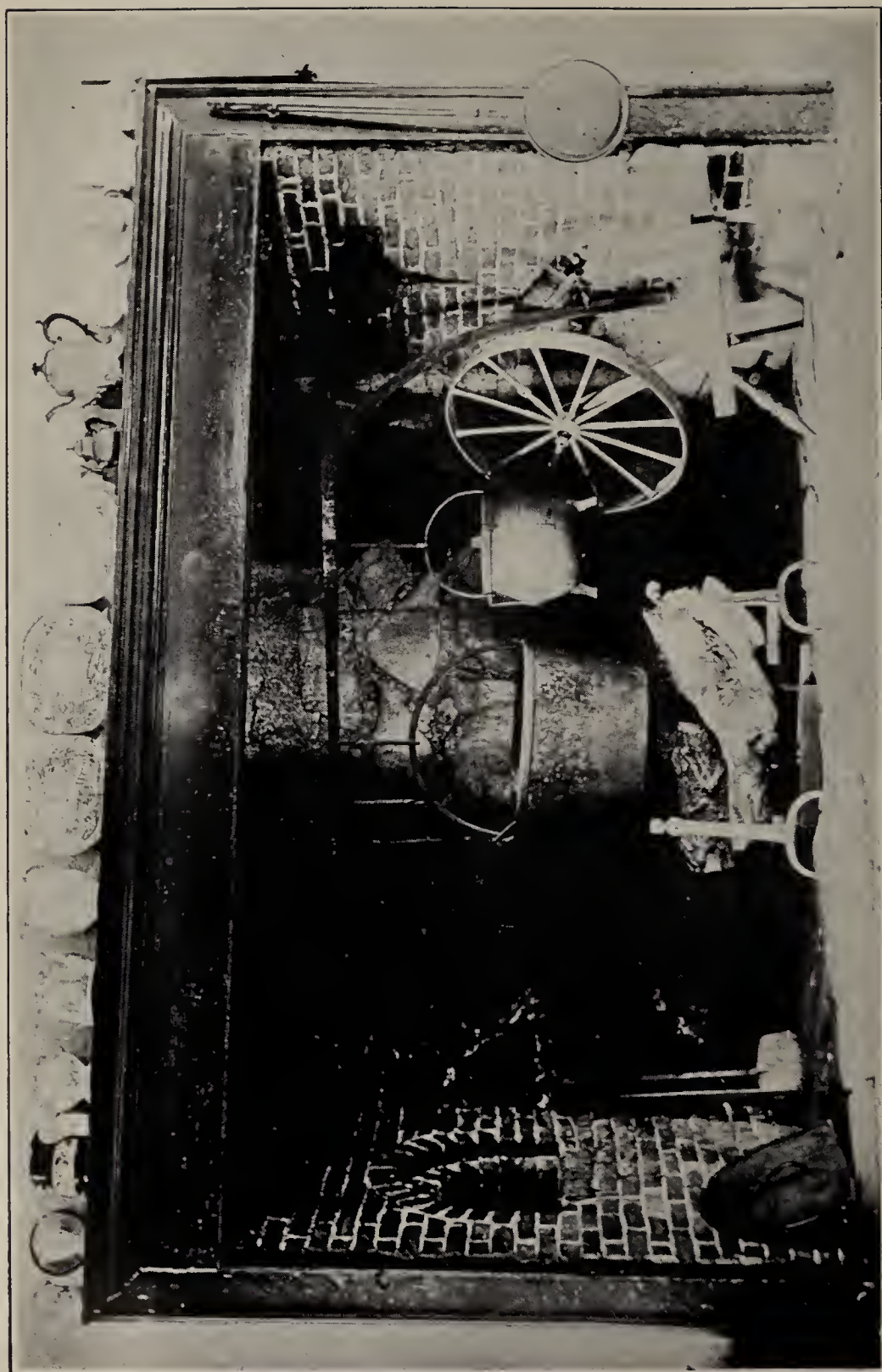


Top—Butterfly Factory, built 1811

Center—Hearthside, formerly Joseph Smith House, built 1811

Bottom—Eleazer Arnold House, built 1687

Quaker Meeting House, built 1703
Mounting Stone at Quaker Meeting House



Fire Place in the Israel Arnold house at Moshassuck, Lincoln, R. I.

PRINCIPAL LOCALITIES

Much of the history of Lincoln is in connection with the "old" town of Smithfield, as previously shown, and with Central Falls, the history of which is traced elsewhere in this volume. The principal localities within this town are Saylesville, Lonsdale (Old Village), Albion, Manville, and Limerock, together with a more recently closely built up section between Saylesville proper and Fairlawn in Pawtucket, to which the name Fairlawn is also applied.

The valley of the Moshassuck River, closely paralleling that of the Blackstone River, began to be used early in the last century for various manufacturing purposes including cotton mills, flax mills, shoddy mills, print works and ultimately for the present most important industry, bleaching, dyeing and finishing. Mention has already been made of the famous "Butterfly Factory" but there were other factories making use of the water power and other facilities of the stream, some of which were successful for a while but ultimately passed out of existence.

THE VILLAGE OF SAYLESVILLE

However, in 1848, farther down on this stream was established the Moshassuck Bleachery, at what is now Saylesville. This was owned and operated by W. F. & F. C. Sayles (the latter being in 1886 the first Mayor of the City of Pawtucket). This enterprise was very successful and rapidly increased, without interruption, both in extent and facilities, and finally has developed into the present "Sayles Finishing Plants." The village that grew up in the vicinity was called Saylesville and still retains that name.

In it is the Sayles Memorial Chapel (Congregational) built, in 1873, for the people of the community at the

expense of the firm of W. F. & F. C. Sayles. Saylesville has for years been, and still is, a desirable place in which to live. Thomas Steere, in the history of the Town of Smithfield written in the Centennial year of 1876, has this to say of Saylesville: "Here, where, a quarter of a century ago, there was nothing but the wilderness or a sandy waste, is now a thrifty, an attractive, a prosperous and exemplary village, destined to become still more conspicuous and progressive." This prophecy of so many years ago has been amply fulfilled. The Saylesville Fire District was incorporated in 1896, and a few years ago the Fairlawn-Lincoln Fire District was incorporated.

It is important to mention the fact that the Blackstone Canal, with 49 locks, between Providence and Worcester, which was opened for use in 1828 and which, after a comparatively few years of activity, passed out of existence, due to the competition of the Providence and Worcester Railroad in 1847 and the hostility of manufacturers along the Blackstone River, passed through Saylesville, by way of the Moshassuck River and Scott's Pond, to Lonsdale and the valley of the Blackstone. (A special article on the Blackstone Canal will be found in the Appendix.) As a matter of fact, the existence of Scott's Pond, within a stone's throw of the Moshassuck River and the present bleachery pond of the Sayles Finishing Plants, *but at a much higher level*, so that its only outlet is into the Blackstone River at Lonsdale, is due entirely to the closing up of what must have been a very high lock at Saylesville near the junction of Chapel and Walker Streets.

In 1874, the flourishing firm of W. F. & F. C. Sayles, seeking an outlet for Saylesville by rail, secured a Charter for the Moshassuck Valley Railroad, said to be the shortest, or at least one of the shortest railroads in the United States. This railroad, extending from Saylesville to the old Wood-

lawn station in Pawtucket, where it connects with the Providence and Worcester, now New York, New Haven & Hartford Railroad, is still in active operation, serving the Sayles Finishing Plants and other firms in Saylesville, the Lorraine Mfg. Co. at Mineral Spring Avenue in Pawtucket, and presumably all other firms on its route, which is only two miles in extent. In days preceding the trolley car and automobile era, passenger service as well as freight service was furnished, but at the present time, freight service only is furnished, passenger service having been discontinued in 1931. Many persons remember the old "dummy," so-called, which carried passengers on the trip from Saylesville to Woodlawn on scheduled time to connect with the trains of the New York, New Haven & Hartford Railroad.

LONSDALE

The old village of Lonsdale in the Town of Lincoln (as distinguished from the so-called new village of Lonsdale across the river in Cumberland), as related in Steere's History of Smithfield, "was commenced as a manufacturing village in 1829 and the first mill started in 1832, the second mill in the same year." Whereas spinning and weaving were first undertaken, "the bleaching department was put into operation in 1844" and has since achieved wide fame as the Lonsdale Bleachery, later called Lincoln Bleachery.

This village, situated about seven miles from Providence and on the westerly side of the Blackstone River, at the point where the abandoned Blackstone Canal, coming from the Moshassuck Valley through Scott's Pond, joined the Blackstone River, has had an interesting history and seen many changes. Reference to the Blackstone Canal has already been made in describing the development of Saylesville, but it is equally important to note the effect of that ill-fated enterprise on the development of this village of

Lonsdale where so many relics of the canal are still to be seen. The canal corporation, created in 1823, was required by an act of the General Assembly passed about 1848 (when the project was apparently a failure due to the advent of the railroad and interference with the water rights of manufacturers along the Blackstone River) to close the outlet from Scott's Pond into the Moshassuck at what is now Saylesville, so as to prevent the waters of the Blackstone from flowing into the Moshassuck. Thus Scott's Pond, originally a tributary of the Moshassuck, became, at a very much higher level, a part of the Blackstone River system and, in 1850, when the canal company conveyed its rights to the Lonsdale Company, it became and still is a reservoir for the Lonsdale Bleachery (later called Lincoln Bleachery) owned by the Lonsdale Company. This company, owning numerous mill properties along the Blackstone River and elsewhere in Rhode Island was until recently, for all practical purposes, the owner of this village and the cause for its original development. Controlled successfully by the Brown, Ives and Goddard interests, it has recently disposed of a large part and possibly all of its tenement and village property.

Christ Church, the first Episcopal Church in the Blackstone Valley north of Pawtucket, was organized January 8, 1834, and when, in 1882, the original building was burned, the present beautiful stone edifice was built at the expense of the Lonsdale Company. The Lonsdale Baptist Church was organized in 1840 and has its present building on the westerly side of Lonsdale avenue.

More about the products of the Lonsdale Company's mills will be told in that section of the history that recounts the story of the new village of Lonsdale, so-called, in Cumberland.

It is worth while relating, however, that, prior to 1886 and 1887 when the present iron John Street Bridge was

built, the only connecting link at this locality between Lonsdale and Cumberland was the old Whipple Bridge (a divided wooden bridge) which was replaced in 1916 by the present cement bridge built by the State Board of Public Roads.

When Central Falls was set off from the Town of Lincoln in 1895 and incorporated as a city, Lonsdale became the seat of government in the Town of Lincoln and here are located the Town Records since 1895, the Town Hall being located on the westerly side of Lonsdale avenue near John Street and Christ Church.

ALBION

Albion, at one time called Monticello, located on the Blackstone River above Lonsdale and not far from the village of Manville, is a picturesque hamlet, whose history so far as manufacturing is concerned goes back to 1822 and 1823. The water privileges and the mill property at this location have from time to time passed through various ownerships, until in 1856 they became the property of the Albion Company, owned and controlled by Harvey and Samuel B. Chace. Curiously enough in later years, in the 1890's, the property again changed hands, the Albion plant being transferred to the Valley Falls Company in exchange for the plant of the Valley Falls Company at Valley Falls, both of these companies being controlled by different branches of the Chace family. In the earlier days when water power was at a premium, Albion, with its fourteen feet fall of water, had a value for manufacturing purposes that has been somewhat displaced by the advent of steam and electric power. In 1856, the Manville Company and the Albion Company together built a road between Manville and Albion, and in 1868 the Messrs. Chace built a continuation of the same, constructing a bridge across the

Blackstone River at Albion, the road continuing easterly about a mile to the present Cumberland Hill Road, the so-called Mendon Road, leading to Valley Falls, Central Falls, Pawtucket and Providence.

MANVILLE

Manville, located on the Blackstone River about four miles south of Woonsocket, has a history antedating that of the textile era. Before the American Revolution a saw and grist mill here were in operation and also a foundry and smelting furnace, the ore being obtained from the so-called Iron Mountain a few miles distant in Cumberland. During the Revolution the ore was worked up into cannon balls. Here was located Unity Furnace belonging to Israel Wilkinson, who in 1786 sold to the famous Oziel Wilkinson, later of Pawtucket but originally of Smithfield, machinery for the making of screw presses. Its name is attributable to the family by the name of Man which was prominent in its early history.

With the rise of the cotton industry in Rhode Island, due to the achievements of Samuel Slater in Pawtucket, the "Unity Manufacturing Company" acquired the property and water privilege at this location and in 1854 the same were conveyed to the Valley Falls Company, which in 1863 conveyed to the Manville Company. The new mill was built in 1872 and doubtless additions have been made since.

By this name the concern has since been known although there have been various changes in ownership, until in recent years a consolidation has been effected with another Rhode Island firm under the name of "Manville-Jencks Company." During this time various dams have been built, at this location, across the Blackstone River providing a fall of water of about 19 feet, which before the advent of steam power was sufficient to furnish all necessary power.

Located in Manville also is the Contrexeville Manufacturing Company, incorporated in 1887, with which for many years the Handy family have been and now are associated. Russell E. Handy, Senator for many years from Lincoln in the General Assembly is at present president of this firm.

LIMEROCK

Limerock, located in the northwesterly part of the town, is noted for its lime quarries, from which an excellent quality of lime has been produced for over two hundred years. The manufacture of lime here has been carried on very successfully for all these years, and still is, and the village was at one time the seat of considerable local business. A bank was at one time located here but, by reason of the concentration of population and general business in the industrial areas near the Providence and Worcester Railroad, Limerock lost its one time importance and it became as described by one historian "a deserted village" until in recent years the advent of state roads has again put it on the map as a fine locality to motor through.

The Story of Cumberland

The earliest known historical reference to that section of the Lower Blackstone River Valley in Rhode Island known as Cumberland, is contained in the story of William Blackstone, the first settler. Blackstone, described previously in this narrative, finally settled in what was later called "Attleborough Gore," on the banks of the river that now perpetuates his name. His house was called "Study Hall," and stood near the east bank of the river, a little east of

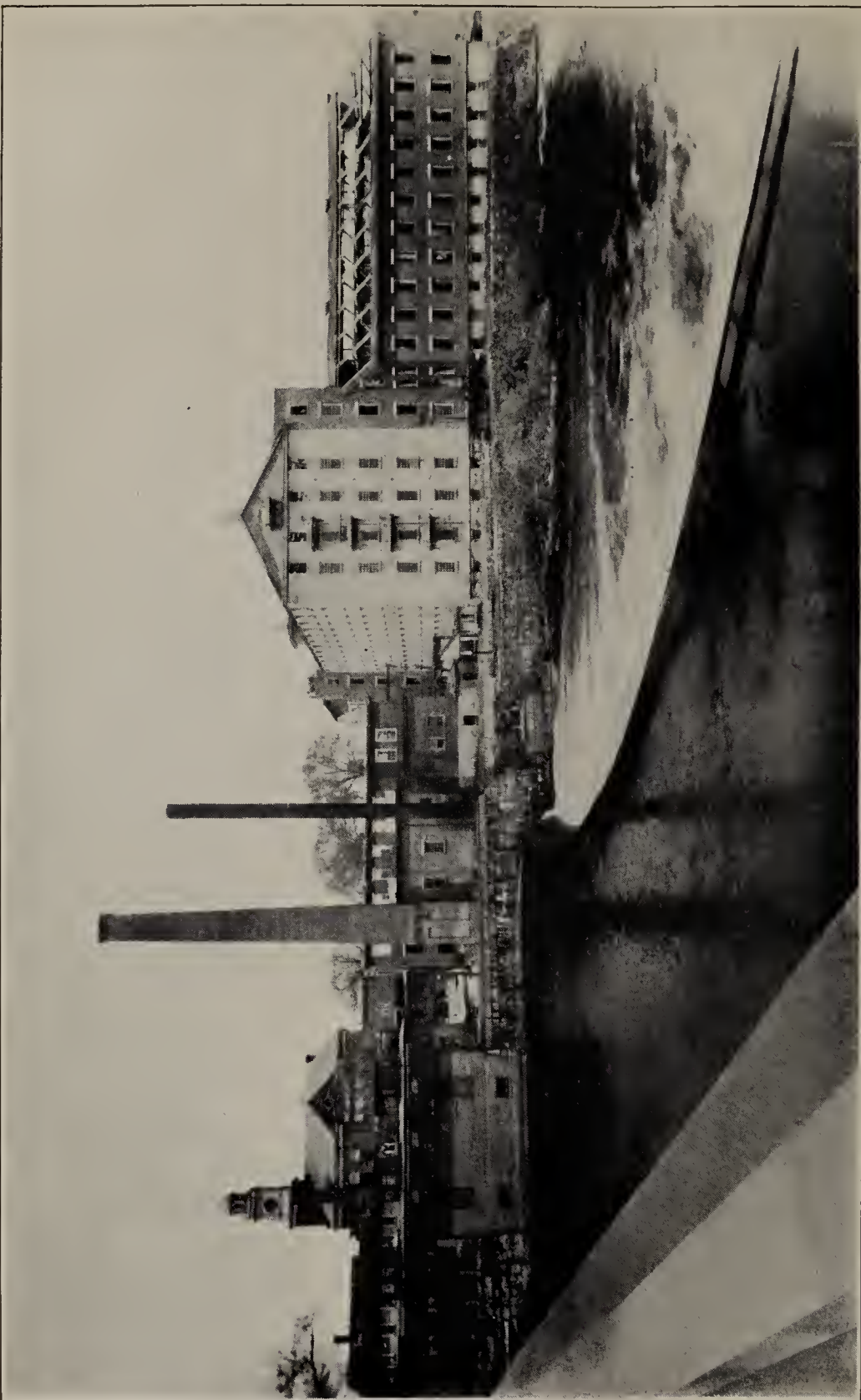
the knoll which he referred to as "Study Hill." The exact spot is near the present Lonsdale station, on the Providence and Worcester railroad line, about three miles from Pawtucket and a mile and a half above Valley Falls. A monument marking the final resting place of the first white man to settle in what is now Rhode Island stands near the highway on property owned by the Lonsdale Company not far from the famous "Catholic Oak." According to tradition Blackstone held Church of England services under this great oak tree, and for generations it was the Church of the neighborhood.

THE INDIAN WAR

During King Philip's War, Blackstone's home was burned and not far away, occurred one of the most tragic episodes in the bloody struggle of two races. The best authenticated story relates that, following the disastrous engagement of Captain Pierce and the Indians in what is now Central Falls, nine white men fell into the hands of the natives. They were carried away by their captors to a swamp in what is now Cumberland and there were put to death. The mutilated bodies of the unfortunate men were discovered a few days later, buried in a common grave, and stones were piled up to mark the spot. Some historians believe that the site marked the battle ground of nine soldiers in combat with a much larger force of Indians, the conflict ending with the complete annihilation of the white; while other authorities agree that "Nine Men's Misery," so-called, was the place where an advance patrol of Pierce's main contingent was surprised and overpowered. However, the generally accepted theory is that the nine men were a part of Captain Pierce's forces, and that they were captured by the Indians, and were set apart for execution. The monks of the Cistercian Monastery, located near the site of



Mills at Valley Falls, sometime in the 1880's



Town Hall and Falls at Valley Falls in 1934, showing start of the razing of the Mills

this tragedy have, in recent years, erected a cairn to mark the spot, and a tablet was placed there by the Rhode Island Historical Society on November 11, 1928.

THE RETURN OF PEACE

After the Indian war the surviving members of the Blackstone family, and other families, the Wilkinsons, Whipples, and Ballous among them, settled in present Cumberland, then known as "Attleborough Gore," and claimed by Massachusetts as a portion of that Colony. This area continued to be called by that name until 1746-47, when it became a part of Rhode Island and then was incorporated as a part of Providence County and the name changed to Cumberland in honor of the Duke of Cumberland, because of its resemblance to Cumberland, England, a place noted for the richness of its minerals and unusual geological features. How the land area now bounded on the north and east by Massachusetts, on the west by Woonsocket and the Blackstone River, and on the south by the same river, ceased to be "Attleborough Gore" in Massachusetts and became Cumberland, in Rhode Island, is an important point in this portion of the narrative, and is therefore covered briefly as follows.

BOUNDARY SETTLEMENT

One of the earliest milestones in the political career of Rhode Island was the granting, in 1663, of a charter by authority of King Charles II. This charter gave to the Colony, among many other important rights, titles and privileges, land extending "three English miles to the east and northeast of the most eastern and northeastern parts of Narragansett Bay." Plymouth claimed all land extending west as far as the shores of Narragansett Bay, but when Plymouth became absorbed in the Massachusetts charter in

1691, land disputes were thereafter between Rhode Island and Massachusetts. The two colonies agreed upon a northern boundary line for Rhode Island in 1719, but the location of an eastern boundary line continued to be the cause of controversy until 1733 when Rhode Island, having attempted in vain to assert her right to the territory, finally resolved to petition the King for a settlement. Rhode Island claimed two strips of land, first the triangular area called "Attleboro Gore," virtually corresponding with the present town of Cumberland, and second, a strip of land on the eastern shores of the Bay according to the three mile clause in the Charter of 1663.

ATTLEBORO GORE

After considerable wrangling a commission of royal appointees from New York, New Jersey and Nova Scotia met in Providence and on June 30, 1741, decided that the Rhode Island eastern line should run from the Massachusetts southern boundary by a meridian line to Pawtucket Falls, then southerly along the Seekonk and Providence Rivers to Bullock's Neck, then following a line three miles away from the shores of Narragansett Bay and the Sakonnet River until it reached the sea. This decision did not put an end to all disputes between Massachusetts and Rhode Island, nor did it determine upon the final permanent boundary line that exists today, but when the commissioners' award was confirmed by the Privy Council in 1746, so-called "Attleboro Gore," and later known as Cumberland, together with the towns of Warren, Bristol, Tiverton and Little Compton became parts of Rhode Island. Cumberland was annexed to the County of Providence on February 17, 1746-47.

The freemen of the town then assembled in town meeting for the purpose of electing officers, deputies to the General

Assembly, and to transact business necessary in the organization of town government. According to records, Job Bartlett, Israel Whipple and Samuel Peck were elected deputies to represent the town in General Assembly. Job Bartlett was chosen moderator and town clerk. Job Bartlett, Joseph Brown, David Whipple, Jacob Bartlett, Jr., Nathaniel Ballou and William Walcott were chosen councilmen; Samuel Bartlett, treasurer. The meeting was held at the house of Joseph Brown on Cumberland Hill. The first business pertained to the laying out of a highway; next was the granting of licenses to two individuals desirous of operating taverns or inns. A law was soon passed prohibiting the running at large of sheep and rams in certain seasons of the year, and a dog law was found necessary in consequence of the great damage dogs often caused by killing sheep.

In the early days of Cumberland town meetings were held at private houses. The practice was the cause of considerable jealousy among many of the citizens who greatly desired to have their households honored with such distinguished officers of public trust. In order to allay any further bitterness of feeling, it was finally agreed to put up the meeting at public auction. The honor went to the highest bidder, and thereby put an end to the continual disputes.

EARLY SETTLERS

The Ballous settled in the northern portion of the town not far from lands first occupied by the Cooks. Around Diamond Hill, the Whipples first laid out their farms and below them the Rogers settled. To the east lived the Tingleys, and the Metcalfs took up a tract of land lying south of the village of East Cumberland, now Arnold's Mills. The Wilkinsons and Pecks were also among the first settlers.

In the extreme northwestern part of the town stands Beacon Pole Hill, its name derived from the fact that, during Revolutionary times, a beacon pole was erected on the summit. The pole was very high, to the top of which was hoisted a kettle of tar for firing when danger threatened, as a warning to all patriots to prepare for an emergency. Practically every man in Cumberland capable of bearing arms served in some capacity during the struggle for independence.

AMERICA'S SECOND COTTON MILL

Among the early sites of manufacturing in Cumberland was what is called Robin Hollow, on the Abbott Run River. This stream was named for William Blackstone's only companion and servant, whose name was Abbott. The first manufacturing carried on at Robin Hollow was in the neighborhood of 1663 when a royal license was obtained to manufacture tar. In those days dense forests of pine trees extended in all directions furnishing great quantities of pitch for the making of this product. In 1797, Benjamin Walcott erected a mill there for the sawing of marble, and, in 1806, Elisha and Richard Waterman built a mill upon the site of the marble works and commenced the spinning of cotton yarn. This was the second cotton mill in America, thereby entitling the Lower Blackstone Valley to the claim that both the first and second cotton mill were located in this cradle of industry and ingenuity.

One of the most interesting landmarks in Cumberland is the Ballou Meeting House located near the Woonsocket line at the north base of Iron Mountain. This ancient house of worship was erected about 1740 and it stands today changed but little from its original appearance. The straight-back pews, gallery and high pulpit provide a picturesque setting for the occasional gatherings of members

of the Ballou family who meet in this structure to revere their ancestors and to perpetuate the traditions of the past. The religious organization of Baptists was started in this section of Cumberland in 1732 and this meeting house was constructed largely through the efforts and contributions of the Ballou family.

THE ABBOTT RUN STREAM

The history of the Abbott Run stream, previously alluded to, would make a very interesting story if space would permit a detailed account of same. Originally used as the source of water power for the various saw mills, grist mills and factories of different sorts along its winding course from the northern areas of Cumberland and adjacent sections of Massachusetts to its junction with the Blackstone River at the southerly end of Cumberland, it is now for all practical purposes merely an open conduit for the water of the two reservoirs at Diamond Hill and Arnolds Mills respectively to descend by gravity through the Robin Hollow and Happy Hollow ponds to the pumping stations of the Pawtucket Water Works at Valley Falls and Pawtucket. Thus it is that in a little more than fifty years, its character as an industrial stream has been so entirely altered by its acquisition in the late 1870's and early 1880's by the Pawtucket Water Works and the building of the Diamond Hill Reservoirs, that now, although Arnolds Mills and Abbott Run still retain their names and identities, Rawson's, Hawkin's, Robin Hollow, Happy Hollow and other local hamlets along its course are largely matters of memory only.

CEMETERIES

Cumberland has a number of very old cemeteries, including the Peck and Quaker Cemeteries at Arnolds Mills, the Ballou Cemetery, adjacent to the old Ballou Meeting

House and near Iron Mountain (so called), the Diamond Hill Cemetery (also known as the Whipple Cemetery), and the Cumberland Cemetery (also called Robin Hollow Cemetery) where in the language of Gray's Elegy,

"Each in his narrow cell forever laid,
The rude forefathers of the hamlet sleep."

In later years, and yet many years ago, there were established the St. Patrick's Cemetery on High Street at Valley Falls, and the Berkeley Cemetery on the Mendon Road at Berkeley.

MINERALS

As previously stated, Cumberland was noted for the variety of its mineral resources, which are very much unknown to its present day citizens. At the time of this writing the Iron Mountain, previously mentioned, near which the old Ballou Meeting House is located, is almost a thing of the past, as in recent years this imposing eminence has been very largely removed and its material used for trap-rock purposes. Persons who knew it in the past would not recognize it at the present time and in a few years if its depletion continues, the famous Iron Mountain will be a mere memory. In addition to limestone, soapstone and granite, which together with quartz and iron pyrites are to be found at Diamond Hill and vicinity, deposits of copper have been found, giving rise to the name of Copper Mine Hill in a section where several shafts were excavated for the mining of copper ore. Reference is also made to traces of other minerals, including gold, in this town but final attention should be paid at this time to what was in years gone by a considerable industry in the lower part of the town. It is reported that in 1807, Timothy Dexter, while digging a well (in the vicinity of Dexter Street) came upon a black rock which proved to be a low grade of coal. Later, in 1838, a

company was formed which operated the Dexter Coal Mine until the project proved to be unprofitable and was abandoned. Upon another occasion, about 1848, a bed of coal was discovered at Valley Falls and was successfully operated for many years, the product being ground fine and shipped to every part of the United States for use as foundry facing. In the late 1870's as many as a hundred barrels of facing a week were produced, the grade being finer than bolted flour. At the present time, both of these mines, long since dormant and filled in, are mere memories of the past, although within the memory of persons now living there have been places where the earth has caved in.

RAILROADS

As related in other sections of this book, the Providence & Worcester Railroad was completed in 1847, and opened up the territory in Cumberland through which it passed to more intensive industrial development than took place in other parts of the town. In 1877, the Rhode Island and Massachusetts Railroad was built, extending from Valley Falls through the Diamond Hill section to Franklin. At present it is a part of the New York, New Haven & Hartford Railroad system and while it formerly furnished an extensive passenger as well as freight service, now, doubtless due to the automobile and other forms of transportation, it is used only for freight, one train a day both ways, excepting that at times, when serious trouble develops on the main line from Providence to Boston, passenger trains are sent over the rails of this line by a devious route to and from Boston and Providence.

In the present day of the trackless trolley and automobile busses, it should be related that Cumberland had its own horse cars from Valley Falls to Cumberland Hill long before the electric car and automobile era. The Cumberland

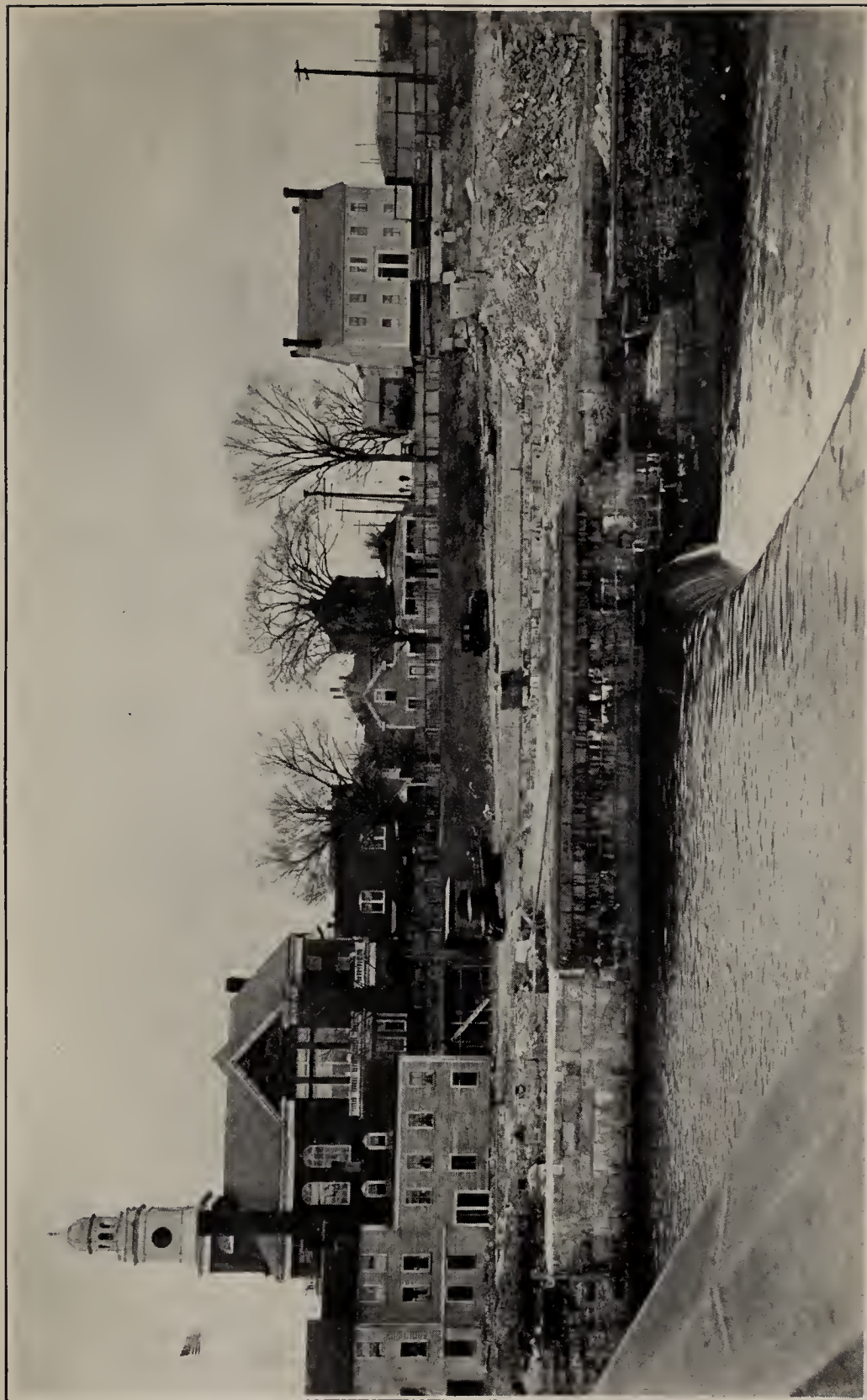
Street Railway Company, incorporated about 1878, ran from the lower part of High Street in Valley Falls up High Street to Blackstone Street to Mendon Road and thence to Cumberland Hill. This system was abandoned about 1898. The development of the Pawtucket Street Railway system in the 1890's, at first to Lonsdale and later to Cumberland Hill, by the Rhode Island Company, and at present by the United Electric Railway Company, is of comparatively recent date.

SCHOOLS

Whereas in former years the town had been divided into school districts, Cumberland, subsequent to the passage by the State Legislature in 1894 of an act authorizing towns to abolish school districts and establish town systems, made use of the provisions of this enactment and established the present town system of education. The schools have greatly prospered under this system. The Cumberland High School, erected in 1889, on the westerly side of Broad Street in the northerly portion of Valley Falls, has in recent years been enlarged by extensive additions and is now on a par with the leading High Schools of the State. On the grounds of this school is a monument, dedicated on May 30, 1924, as a memorial to the soldiers of the various wars in which the United States has been engaged, from the American Revolution down to the World War of 1917 and 1918. In the rear of and adjacent to the High School grounds is Memorial Park presented to the Town by the Lonsdale Company by deed recorded July 7, 1924, and used for recreational and athletic purposes.

FIRE DISTRICTS

Whereas there originally seemed to be no organized system of fire protection, in course of time Fire Districts were organized as follows:



Town Hall and Falls at Valley Falls, December, 1936, after the Mills had been razed



Mill and Pond at Old Village, Lonsdale, 1898

Valley Falls Fire District, incorporated 1877.

Berkeley Fire District, incorporated 1904.

Cumberland Hill Fire District, incorporated 1931.

North Cumberland Fire District, incorporated 1925.

It may be said in passing that the results in the collection of taxes in Fire Districts are not at all satisfactory, although the method and right to collect such taxes is clear, and it would seem that some town system must eventually be established.

CHURCHES

Besides the old Ballou Meeting House already alluded to, there were at very early dates a number of other churches in the northern part of Cumberland, among them being the Friend's Meeting House erected in 1808, and the Methodist Church erected in 1828 and later enlarged, both at Arnolds Mills, the former being now occupied as a summer home. The Baptist Church at Valley Falls was organized in 1832. St. Patrick's Roman Catholic Church at Valley Falls was built in 1860 and dedicated in July, 1861, constituting the first parish set-off from St. Mary's Roman Catholic parish in Pawtucket. Later in 1871, St. Joseph's Roman Catholic Church was built midway between Ashton and Berkeley on the easterly side of the Mendon Road. St. John's Episcopal Church at Ashton was erected in 1868. There are also a number of other churches in different parts of the town, including the Universalist Sabbath School Society at Valley Falls organized in 1866, Cumberland Universalist Church at Chapel Four Corners, erected in 1873, Primitive Methodist Church at Lonsdale, and Presbyterian Church at Lonsdale.

The Cistercian Monastery (Trappist), called "The Monastery of Our Lady of the Valley," is located on the Diamond Hill Road about two miles or so north of Valley

Falls. It comprises about five hundred acres of land with buildings of granite quarried on the premises. Established in 1900 by seven members of the Order who came from Nova Scotia, the community now consists of sixty-five or more members. The story of this institution is told more in detail in the Appendix of this book in the recital of "Places and Objects of Historic Interest in the Lower Blackstone Valley District."

WOONSOCKET

On January 31, 1867, the extreme northwesterly section of Cumberland was set off and incorporated as the Town of Woonsocket to which, when the "old" Town of Smithfield was divided in 1871, a portion of Smithfield was added, the Blackstone River being the original dividing line between Smithfield and Cumberland. (Thus it is that the present City of Woonsocket is composed of what were formerly parts of Cumberland and Smithfield.) The original records of Woonsocket therefore prior to 1867 and 1871, respectively, are to be found at Cumberland and Central Falls in the Town Clerk's Office and City Clerk's Office, respectively, of those places.

VALLEY FALLS

At the present time the principal localities in Cumberland, beginning at the Central Falls line, are Valley Falls, Lonsdale (new village), Berkeley, Ashton, Manville, Cumberland Hill, Diamond Hill, Arnold's Mills, and Abbott Run.

The present village of Valley Falls is the Cumberland portion of the original village of Valley Falls, which formerly included the adjacent portion of what is now the City of Central Falls and extended southerly from the Broad Street Bridge to about where Blackstone Street in Central Falls is now located. Originally not the most important part

of the town, nor even in the early days rivalling some of the other localities, it gradually became the most prosperous and populous, and the seat of the town government, the Cumberland Town Hall, built in 1894, at the northeasterly corner of Broad and Mill Streets, containing the offices of the Town Clerk and other town officers. To go back to its beginning, it is said that in the early 1800's there were only two houses in Valley Falls, one belonging to Joseph Jenks, grandson of Governor Jenks, and the other belonging to Ephraim Jenks, son of Joseph. "At that time the water power had not been utilized, the river was in its natural condition and here was one of the fords or wading places." In 1812 three of the famous Wilkinson family purchased from Joseph Jenks sixteen acres of land and the water privilege and at about 1812 Isaac Wilkinson "built the Valley Falls Turnpike, now Broad Street, from Pawtucket to the cross-roads at the Catholic Oak, Lonsdale." The first factory was erected in 1818 by Crawford Titus at Happy Hollow, near Valley Falls, and later others were built and operated in the vicinity until finally after various financial failures of different owners, Oliver Chace, "a pioneer cotton manufacturer" in Fall River, in 1839 purchased the mill property at Valley Falls in Cumberland and leased the same to his sons Harvey and Samuel B. Chace, who successfully operated it until 1852 when, upon the death of their father, they organized the Valley Falls Company and also acquired the mills on the Smithfield (now Central Falls) side of the river. There followed long periods of prosperity during which the Chace family engaged in enterprises elsewhere in the Blackstone Valley, as related in the history of Lincoln in this book, until ultimately a number of years ago, an exchange was made between the two branches of the Chace family whereby the mill property at Valley Falls was transferred to the Albion Company and

the mill property at Albion in Lincoln was transferred to the Valley Falls Company.

With the passage of time, however, still other changes were to take place, for in 1934 the machinery at this plant was scrapped or shipped away and most of the buildings demolished, so that now it is a sad sight indeed, standing on the Broad Street Bridge and looking down stream, to view the desolate remains of what was once one of the most prosperous manufacturing enterprises in the State. But this is not the only enterprise that has flourished in Valley Falls and finally disappeared or removed elsewhere. The Rhode Island Horse Shoe Company commenced business here in 1867 under the name of Union Horse Shoe Company and conducted a successful business for years until in about 1914 it discontinued business at this place. In the days when the Providence & Worcester Railroad was in its prime, and later under the control of the New York, New Haven & Hartford Railroad Company, the "Repair Shop" so-called, was located at Valley Falls, west of Broad Street, a spur track still existing from the main line, crossing Broad Street a short distance below the St. Patrick's Church and the building of the Catholic Institute to the former location of the Repair Shop. Both of these industries have now been gone for approximately twenty years, and as they employed a considerable number of persons, their loss has been more or less felt, although a few new industries have located at Valley Falls during this period.

LONSDALE (NEW VILLAGE)

The so-called new village of Lonsdale is a result of the expansion of the Lonsdale Company's plant in Lincoln to adjacent territory across the Blackstone River in Cumberland, the name Lonsdale following as a matter of course. This village was formerly a thriving locality, the large mill

known as Ann & Hope Mill, built in 1886, being the largest of its kind in New England. Another mill called "No. 4 Mill" was also on the Cumberland side of the river but has recently been torn down. The Ann & Hope is still in existence but all of its machinery has been removed and it is now not in operation. Only a few short years ago, much could be said of the products of the Lonsdale Mills, its muslins, percales, sheetings, shirtings and the like, but now, as far as the new village of Lonsdale is concerned, manufacturing activities here seem to have ceased with no immediate signs of reviving.

BERKELEY

Next above Lonsdale, along the course of the Blackstone River and making use of its water power, the village of Berkeley came into being, the large mill there being erected in 1872 and still in operation under the control of the Lonsdale Company. The name of the place is said to have been given to it in honor of Bishop Berkeley, who lived for a time at what is now Middletown, Rhode Island. The Providence and Worcester Branch of the New York, New Haven & Hartford Railroad system, closely paralleling the Blackstone River, furnishes Berkeley and the other valley villages through which it passes with ample railroad service, while in recent years excellent State roads provide adequate highway facilities for travel by automobiles, busses and other forms of conveyance.

ASHTON

The village of Ashton is located about a half mile above Berkeley, the large mill at this location having been built in 1867 by the Lonsdale Company, which purchased land there in 1863. Ashton, as well as Berkeley, Lonsdale and Valley Falls, is supplied with water for domestic and other

uses, from the Pawtucket Water Works. The State is now planning to build a large highway bridge across the Blackstone River here so as to allow the newly constructed George Washington Highway to pass over the river into Lincoln and continue on to other points in the westerly and southerly sections of Rhode Island and elsewhere, and also thus providing a route from Boston to New York without passing through the more thickly populated cities and towns of the State.

MANVILLE

The village of Manville, located on the Blackstone River, near the Woonsocket line, is practically in Lincoln, although the new Manville Mill, so-called, erected in 1872, is situated on the Cumberland side of the river. At the time it was erected, it was said to be the largest mill under one roof in America. As the story of this village was recounted in that part of this book that is devoted to Lincoln, readers are referred to the same for further details of the development of this community.

CUMBERLAND HILL

Cumberland Hill, about one mile east of Manville and only a comparatively short distance from the boundary line between Cumberland and Woonsocket, has an ancient history, a Baptist Church having been erected there in 1800. It was for many years the seat of the town government, but after the extreme northwesterly portion of the town was on January 31, 1867, set off and incorporated as the Town of Woonsocket, as previously alluded to, the Town Councils held their meetings at Valley Falls and gradually that locality became the seat of the town government. At this place the Cumberland Bank was organized in 1823 and under various names continued in business till

1885 when its charter expired. Not far from Cumberland Hill is Sneece Pond, which for a number of years had been considered as a possible source of supply for water works for the town, but as the Pawtucket Water Works furnished adequate service to the more populous sections of the town, nothing developed along this line until at a Town Meeting on April 30, 1929, \$70,000 was appropriated for the establishment of the Cumberland Hill Water Works. As a result, the present water supply for Cumberland Hill was established, the water being taken from Sneece Pond and pumped into the water tower located at Cumberland Hill east of the Mendon Road. The service is now being extended into Albion, which was not served by the Pawtucket Water Works.

DIAMOND HILL

Diamond Hill, previously mentioned in this history, is located in the northern part of Cumberland, west of the Diamond Hill Reservoir, and is a rocky eminence noted for its rugged appearance and unusual height, as compared with Diamond Hill Plains to the south of it. In the past here was to be found the largest mass of crystalized quartz in New England as well as distinct traces of a number of metals. Formerly the Diamond Hill quarry was located here, and the water gate of the Diamond Hill Reservoir, which was begun in 1884, is made of granite taken from this quarry. At the time of this writing in 1936, a roofing company, operating under a quarry lease, is removing the face rock on the westerly side of the hill which is ground up and mixed with rock or ore taken from the famous Copper Mill, so-called, located north of Sneece Pond Road and between Mendon Road and the Diamond Hill Road, for use in the manufacture of fire proof shingles and roof coverings, these materials giving various colors thereto.

In 1936, at the time of this writing, negotiations are under way, and partially completed for the acquisition by the State and Town of a considerable tract on the western side of the Diamond Hill Road at this locality, and on the northerly side of Diamond Hill, for use as a State park for recreational purposes. Here a skiing course is being constructed and it is proposed, as soon as certain formalities can be complied with, to construct toboggan slides, swimming pools and various other outdoor and athletic facilities.

The village of Diamond Hill, located south of Diamond Hill, and extending southerly to include what is known as the Diamond Hill Plains section, formerly contained a hotel and stores, but now excepting for a store or so and a gasoline station, is for all practical purposes almost entirely residential, the surrounding territory being devoted to farming or included in the domain of the Pawtucket Water Works.

ARNOLDS MILLS

Arnolds Mills, formerly called East Cumberland, was, before the creation of the Pawtucket Water Works, a place of considerable industrial activity, but is now primarily residential, although a grist mill is still operated there. At the present time, it has a dignified Methodist Church building as well as the ancient cemeteries previously alluded to.

ABBOTT RUN

This locality just south of Arnolds Mills, while formerly of some industrial importance, is now mostly residential or devoted to farming and dairying. The same may be said of the other former hamlets that existed on the Abbott Run stream prior to the acquisition of the same by the Pawtucket Water Works.

CONCLUSION

The population of Cumberland in 1748 was 806 and in 1930 was 10,304. It should be borne in mind that in 1748 a large part of the present City of Woonsocket, as previously shown, was included in the Town of Cumberland. In 1934, the total Real Estate Tax Valutaion was \$9,822,703, and that of Personal Property \$3,141,191, the rate on Real Estate and Tangible Personal Property being \$2.43 on each \$100.00. With the passing of the years—the greatly increased population, the rise and decline of various industrial enterprises and the development to the modern way of living, with automobiles, motion pictures, radios and the like—it was inevitable that the original character of the town should change to and become somewhat as it is at present, with its successful past behind it and an unknown future, which all hope will also be as successful, before it.



APPENDIX

OLD SLATER MILL ASSOCIATION

One of the most important, if not the most important, historic buildings in Pawtucket is the Old Slater Mill, located on the westerly bank of the Blackstone River and fronting on both Slater Avenue and Roosevelt Avenue (originally Mill Street, and later for years known as North Main Street, and only recently changed to Roosevelt Avenue). This building, although from time to time altered and enlarged to some extent, was built in 1793 as a result of the success of Samuel Slater in reproducing, in 1790, at Pawtucket the famous Arkwright machinery for spinning by water power and thus starting, as it were, the textile industry in America.

Before that time, all spinning in America was, for all practical purposes, done on spinning wheels in the homes or other buildings connected with the homes. This achievement of Samuel Slater opened up a new era in this country.

Originally spinning machinery only was installed in this mill, but in 1817 looms were installed and both spinning and weaving machinery were operated therein, until finally when steam power, not only rivaled, but in large measure supplanted water power, this mill was gradually used for other purposes, and finally for years housed various enterprises, the enumeration of which is not essential at this time.

In the latter part of 1920 and the first part of 1921 (which latter date marked the two hundred and fiftieth anniversary of the founding of Pawtucket by Joseph Jenks, Jr.) this historic building was threatened with possible destruction as the settlement of the estate of Job L. Spencer, the owner thereof, seemed to demand a sale of the same. At this time, a group of business men in Pawtucket, knowing full well the historic value of this old mill, resolved to acquire the same, and restore, preserve and ultimately maintain it as a memorial to Samuel Slater and to the establishment here in Pawtucket by him of the cotton industry in America. Accordingly, S. Willard Thayer, now deceased, "posted his own check" and took title to the premises for the purpose of transferring title to a corporation to be formed for the above purposes.

Thus it was that the "Old Slater Mill Association" was incorporated and held its first meeting March 29, 1921, with the following incorporators, who each contributed one hundred dollars, to wit:

S. Willard Thayer	Henry C. Dexter
Charles O. Read	Frederic R. Mason
Benjamin C. Chace	Darius Goff
E. Russell Richardson	Albert A. Jenks
George T. Greenhalgh	Lyman B. Goff
James R. MacColl	J. Richmond Fales
Kenneth F. Wood	Harold C. Barnefield

(At this time, 1936, it is worthy of note that all of the above incorporators have deceased, excepting Benjamin C. Chace, George T. Greenhalgh and J. Richmond Fales.)

This corporation was organized as set forth in the Articles of Association for "historical and educational purposes and for the purpose of acquiring, restoring and preserving the Old Slater Mill at Pawtucket, in the State of Rhode Island,

the first cotton mill in America, founded and established by Samuel Slater, and of maintaining the same as a museum of cotton machinery, equipment and appliances, and for such other purposes as may be connected therewith and incidental thereto."

The officers elected at its first meeting were as follows:

<i>President</i>	.	.	.	.	HENRY C. DEXTER
<i>First Vice President</i>	.	.	.	.	S. WILLARD THAYER
<i>Second Vice President</i>	.	.	.	.	E. RUSSELL RICHARDSON
<i>Treasurer</i>	.	.	.	.	CHARLES S. FOSTER
<i>Secretary</i>	.	.	.	.	ROSCOE M. DEXTER
<i>Directors</i>	.	.	.	.	{ BENJAMIN C. CHACE
					{ FREDERIC R. MASON

It is not feasible to give in detail the accomplishments of this Association from its organization up to the present time and only a brief outline can be given, further details being contained in the records of the corporation. Suffice it to say that at the Third Annual meeting held March 25, 1924, the President, Henry C. Dexter, "reported that the Old Slater Mill Estate had been acquired by purchase and deed placed on record in the Pawtucket Registry of Deeds." It is only fair to say that the acquisition and restoration of this mill property to its original condition, so far as possible, has only been possible through the munificence of Mrs. Horatio Nelson Slater, who contributed a very substantial amount, and the contributors to Founder Memberships of one thousand dollars each by various persons throughout the county interested in the enterprise.

The names of such founder members to date are as follows:

Mrs. H. N. Slater	New York City, N. Y.
William Gammell	Providence, R. I.
Jesse H. Metcalf	Providence, R. I.

Stephen O. Metcalf	Providence, R. I.
J. Arthur Atwood	Providence, R. I.
Mrs. Frank A. Sayles	Saleholme, Pawtucket, R. I.
S. Parker Bremer	Boston, Mass.
Charles T. Main	Boston, Mass.
William Arthur Gallup	North Adams, Mass.
Charles P. Cottrell	Westerly, R. I.
Marsden J. Perry	Providence, R. I.
Samuel T. Hubbard	Hanover Sq., New York
Henry B. Sprague	Swampscott, Mass.
Whitin Machine Works	Whitinsville, Mass.
United Piece Dye Works	Lodi, N. J.
Walter E. Parker	Lawrence, Mass.
William P. Bancroft	Wilmington, Del.
Arthur J. Draper	Charlotte, N. C.
Charles O. Read	Pawtucket, R. I.
William Whitman	Boston, Mass.
Crompton & Knowles Loom Works	Worcester, Mass.
James R. MacColl	Pawtucket, R. I.
Fales & Jenks Machine Co.	Pawtucket, R. I.
H. & B. American Machine Co.	Pawtucket, R. I.
Hemphill Co.	Pawtucket, R. I.
Family of Hezekiah Conant	Pawtucket, R. I.
Parkhill Mfg. Co.	Fitchburg, Mass.
George H. McFadden & Bro.	Philadelphia, Pa.
Alfred M. Coats	Providence, R. I.
Lorraine Mfg. Co.	Pawtucket, R. I.
John Claflin	New York City, N. Y.
Henry Ford	Dearborn, Mich.
J. & P. Coats (R. I.) Inc.	Pawtucket, R. I.
Lesser-Goldman Cotton Co.	St. Louis, Mo.
William W. Crapo	New Bedford, Mass.
U. S. Finishing Co.	Pawtucket, R. I.
Pawtucket Mfg. Co.	Pawtucket, R. I.
Lebanon Mill Co.	Pawtucket, R. I.
A. G. Thatcher	Chattanooga, Tenn.
Baltic Mills Co.	Baltic, Conn.
H. Nelson Slater	Webster, Mass.
Anderson, Clayton & Co.	Boston, Mass.
Steward Hartshorn Co.	New York City, N. Y.

Charles B. Rockwell	Bristol, R. I.
Pacific Mills, Lockwood, Greene & Co.	Boston, Mass.
E. Russell Richardson	Pawtucket, R. I.
Sayles Finishing Plants	Saylesville, R. I.
Albert Farwell Bemis	Boston, Mass.
Henry D. Sharpe	Providence, R. I.
Greenhalgh Mills	Pawtucket, R. I.
Howard W. Fitz	Pawtucket, R. I.
John Nicholas Brown	Newport, R. I.
Samuel A. Salvage	New York City, N. Y.
General Electric Co.	Schenectady, N. Y.
DuPont Rayon Co.	Buffalo, N. Y.
E. I. du Pont de Nemours & Co.	Wilmington, Del.
Walter P. Chrysler	New York City, N. Y.
General Dyestuff Corp.	New York City, N. Y.
Harvey S. Firestone	Akron, O.
John Johnston	Pawtucket, R. I.
Forrest W. Taylor	Worcester, Mass.
Stein Hall & Co., Inc.	New York City
Myron C. Taylor	New York City
In memory of Darius L. Goff, }	Pawtucket, R. I.
Lyman B. Goff }	
Blackstone Valley Gas & Electric Co.	Pawtucket, R. I.
In memory of Dr. William Grosvenor	Providence, R. I.
William H. Vanderbilt	Newport, R. I.

The corporation has been exempted from taxation up to \$100,000.00 and contributions to it are deductible as charitable contributions under the U. S. Income Tax Laws and Inheritance Tax Laws.

In 1928 a bronze tablet was erected in the mill by the National Association of Cotton Manufacturers in honor of John Thorp, of Providence, R. I., inventor of ring spinning, commemorating the centennial of the granting of a patent therefor to him by the United States Government and appropriate exercises were held in the mill to mark the occasion.

It seems fitting at this time to pay tribute to some of the active proponents of this Association. Mention has already been made of S. Willard Thayer, "who posted his check," to purchase the property, and while modesty somewhat restrains me, yet as the author of this account, I feel obliged to pay due tribute to one who was equally effective in saving the Old Slater Mill for ourselves and for posterity, my own brother, Henry C. Dexter, who was President of this Association from 1921 to April 13, 1935, the date of his death. He, as well as Charles S. Foster, who served as Treasurer from 1921 till his death on January 31, 1933, E. Russell Richardson, Vice President and Director, who died January 24, 1931 and Howard W. Fitz, Director, who died June 23, 1936, are entitled to great praise for their part in accomplishing the "acquisition, restoration and maintenance," thus far, of this Old Mill.

The present officers of the Association are as follows:

<i>President</i>	.	.	.	.	.	ROBERT R. JENKS
<i>First Vice President</i>	.	.	.	.	.	GEORGE A. STINESS
<i>Second Vice President</i>	.	.	.	.	.	ALBERT E. NOELTE
<i>Treasurer</i>	.	.	.	.	.	CHESTER C. FOSTER
<i>Secretary</i>	.	.	.	.	.	ROSCOE M. DEXTER
<i>Directors</i>	.	.	.	.	.	{ HENRY A. STREET
						{ HOWARD W. FITZ*
						*(deceased)

It is hoped that in future years, and even at the present time, others will be found interested enough to carry this project forward to its ultimate conclusion and thus fulfill the idea of the original incorporators.

ROSCOE M. DEXTER,

Secretary

November 3, 1936



Main Street from North Main Street, in 1840. In 1840 North Main Street was called Mill Street



Main Street, looking west, 1936



Railroad Station on Broad Street, 1880



Railroad Crossing at Broad Street after introduction of electric cars. The cars were drawn across the railroad by horses.

MEMORIAL HOSPITAL

Prior to the establishment of The Memorial Hospital, all cases of sickness or injuries arising in the Lower Blackstone Valley and requiring hospital treatment necessarily had to be sent to the Rhode Island Hospital or other hospitals in Providence or elsewhere. Although the need for a local hospital and "at least an emergency hospital" was long recognized, yet beyond the dreams of such persons as were particularly interested in advance of the times, nothing seems to have been done, or attempted, to make any material progress in the matter until, in 1900, Mr. Frank A. Sayles, whose father, William F. Sayles, had died in 1894, and by his will had provided for the building by his son of a memorial to his deceased wife, Mary Wilkinson Sayles, and his deceased daughter, Martha Freeman Sayles, consulted Dr. James L. Wheaton, Jr., and a number of other citizens of Pawtucket, and asked their advice as to what kind of a memorial he should erect in compliance with his father's wishes.

He had considered a library and various other kinds of public buildings but finally the establishment of a hospital seems to have been decided upon. All with whom he consulted, including Dr. Wheaton before mentioned, Dr. Julian A. Chase, Lyman M. Darling, President of the Pawtucket Business Men's Association, and other leading citizens of that time, were enthusiastic about the project of establishing a hospital and, at a special meeting of the Pawtucket Business Men's Association, held on April 15, 1901, it was voted to authorize President Darling and the Secretary, James L. Jenks, Esq., to proceed at once to secure a charter for a hospital to be called "The Pawtucket General Hospital." However, at a later meeting of this Association, held on May 6, 1901, this vote was amended and

a committee of seven was appointed with full power to alter the name and to proceed with the matter of securing a charter for a hospital.

Accordingly, Articles of Association to incorporate "The Memorial Hospital" were prepared under date of May 25, 1901, and the first meeting of the incorporators for organization was held in the rooms of the Pawtucket Business Men's Association, on May 29, 1901. As stated in the Articles of the Association on file in the office of the Secretary of State, "The Memorial Hospital" was organized "for the purpose of erecting, establishing and maintaining in the City of Pawtucket and State of Rhode Island a hospital for the treatment of the sick and of those who may be suffering from accidents or injuries."

The first officers to be elected were as follows:

President, Lyman M. Darling.

1st Vice President, Frederic W. Easton.

2nd Vice President, William P. Dempsey.

Treasurer, Eben N. Littlefield.

Secretary, James L. Jenks.

Trustees (including the above):

Pardon E. Tillinghast,

George M. Thornton,

George L. Littlefield,

James R. MacColl,

J. Milton Payne,

Darius L. Goff,

Henry B. Metcalf,

Charles O. Read,

Andrew J. Currier,

Henry H. Sheldon.

After the organization meeting of this corporation on May 29, 1901, nothing was done and seemingly no meetings held for a number of years (during which President Lyman M. Darling died), pending the development of Mr. Sayles'

plan to build and equip the proposed hospital as a memorial in accordance with his father's will.

Finally, however, Mr. Sayles, having built and thoroughly equipped the original hospital building on the so-called "Dunnell Estate," located on the easterly side of Prospect Street in Pawtucket, deeded the land, building and equipment on June 29, 1910, to "The Memorial Hospital." At a special meeting of the hospital corporation held March 16, 1910, it had been voted to seek authority to hold property up to the value of \$500,000. At a special meeting of the Trustees, held in the hospital, on September 19, 1910, the President announced that on Saturday, October 1, 1910, "The Memorial Hospital" would be ready to open its doors to the public.

The following is an extract from the deed of gift of the hospital estate:

"Said granted premises and personal property together with all additions and accretions hereafter made thereto shall be forever occupied and used by the Memorial Hospital as a hospital where the rich and the poor who may be suffering from sickness, accident or injuries, may receive medical and surgical care and treatment, paying therefor such amounts, if any, as they respectively may be able to pay, and the said corporation may from time to time require. But no person shall be refused care and treatment in said hospital merely because of inability to make compensation thereof, if the resources of said corporation for the time being are sufficient to enable it to receive, care for, and treat persons without charge. All sums received from the patients for care and treatment shall become a part of the general funds of the corporation to be used for the purpose of defraying its running expenses or otherwise used for

supplying the needs of the hospital and increasing its efficiency as an instrument of public good."

It is important to note that, although the initial gift of land and original building, together with endowment, was made by Mr. Sayles in fulfillment of his father's will, the name of this hospital, "The Memorial Hospital," implies that it may be used as a means to memorialize other persons than those referred to in the will of William F. Sayles. In fact this has repeatedly been done through the years by the many gifts, such as the Isabella Goff Nurses Home, the MacColl Maternity and Infants Wards, and the many other gifts, devises and bequests that have been received by this corporation in memory of various persons.

From this beginning in 1910, the hospital has steadily grown from the original plant, consisting of land, building and equipment given by Mr. Sayles, with 30 beds and a daily average of 21 patients to its present dimensions with 166 beds and 30 bassinets and a daily average of 128 patients. Its operating expenses in 1910 were \$28,302.77, and in 1935 were \$221,153.46. The physical growth of the hospital since 1910 may be briefly set forth as follows: Gift of Mrs. Daisy B. Goff, widow of Lyman Thornton Goff, of the "Isabella Goff Dormitory for Nurses," in 1911; and first addition to same in 1914; gift by Darius L. Goff of the "Farnsworth Estate" at south easterly corner of Prospect and Pond Street, in 19—; new Out-Patient Department building and new central heating plant in 1916; Private Patients Wing in 1918; Service Building in 1924; later addition to the Nurses Home in 1927; MacColl Memorial for Maternity and Children's Wards in 1931; New Nurses Home and Auditorium, begun in 1931 and completed in 1932.

On December 20, 1922, it was voted to seek authority to hold property up to \$1,500,000.

Space will not permit much statistical data but mention should be made of the fact that in 1910 the hospital had only one interne and in 1935, six; and in 1910 only nine pupils in training while in 1935 "The Memorial Hospital School of Nursing" had fifty-six pupils in training. In 1910 there were 449 patients admitted to the hospital while in 1935 there were 2,937, and in the Out-Patient Department in 1910 there were 2,790 as compared with 23,319 in 1935. At the present time the main corridor from the MacColl addition to the present private ward is 418 feet in length and there are underground tunnels from building to building of 585 feet in length which, with cellar passage ways of 880 feet, makes 1,465 feet of underground passageways from building to building, thus making it possible and convenient for doctors, nurses, internes and other officials or employees, regardless of weather conditions, to travel from one part of the establishment to any other.

The yearly printed reports of the corporation should be referred to for more minute details.

ROSCOE M. DEXTER,

Assistant Secretary.

Chronology of Historical Events in Pawtucket, Central Falls, and the Lower Blackstone Valley

BY MRS. HERBERT GOULD BEEDE

PAWTUCKET

1636. Roger Williams settled in Providence.

1637. Roger Williams obtained deed from Miantonomi and Canoncus, confirming a previous verbal agreement. This territory included Pawtucket, west of the river.

1638. Roger Williams conveyed to twelve associates equal rights in this land for a total sum of £30.

1644. Colony of Providence Plantations Chartered.

1663. Rhode Island Colonial Charter granted.

1669. Joseph Jenks, Jr., came to Warwick from Lynn, Massachusetts, and built a saw-mill on the Pawtuxet River.

1671. Joseph Jenks, Jr., purchased sixty acres of land lying near Pawtucket Falls, established forge, and built first house, on site of Pawtucket Boys' Club.

1676. Canonchet, Chief of the Narragansetts, captured near Pawtucket Falls.

1676. Forge of Joseph Jenks, Jr., destroyed by the Indians. King Philip killed. Forge and homes rebuilt.

1679. Joseph Jenks, Jr., sent to Newport to represent Providence in the General Assembly, in which body he served as "Assistant" for thirteen years.

1685. The Daggett House, in Slater Park, built by John Daggett.

1695. The first postal route between Rhode Island and Massachusetts established.

1713. First highway bridge built at Pawtucket Falls, connecting Pawtucket, Rhode Island, to settlement on the east, then a part of Rehoboth, Massachusetts. Joseph Jenks, 3rd, and Major Nathaniel Jenks were appointed by the General Assembly to superintend the construction.

1714. Sargeant's Trench built as a passage for fish around Pawtucket Falls.

1718. Present lower dam built at Pawtucket Falls, the first dam built by Joseph Jenks, Jr., extended three-fourths across the river from the west side.

1720. Deputy Governor Joseph Jenks, son of Joseph Jenks, Jr., sent to England to bring the boundary disputes between Rhode Island, on the one hand, and Connecticut and Massachusetts, on the other, before the King.

1727. Joseph Jenks, 3rd, the first Governor to be chosen outside of Newport.

1727. The Ballou Tavern built on the site now occupied by the Sheldon Building.

1750. The Eleazer Jenks house was built at what is now 277 Main Street. The house was long known as the Jones Schoolhouse.

1765. The region west of the River set off from Providence, and became the town of North Providence. This included the village of Pawtucket on the west.

1766. Eliphalet Slack purchased house at 33 Main Street, opposite Trinity Church. During and after the Revolution known as the Slack Tavern. General Washington and Lafayette are said to have stopped there.

1767. Thomas Sabin started weekly stage coach service to Boston, leaving Pawtucket on Tuesday mornings and returning Thursday mornings.

1774. North Providence Rangers chartered as an independent military company.

1774. Land given by members of Jenks family to start Mineral Spring Cemetery. "The land to be used as a Public Burying Place for every Denomination and Society of people without Distinction."

1774. Captain Stephen Jenks patented, and began the manufacture of muskets for the militia companies of the Colony. He also made bayonets and ramrods.

1775. Sixty heavy cannon cast at Jenks iron works, first cannon made in America.

1776. General Washington stopped at "Old Pidge House" on North Main Street.

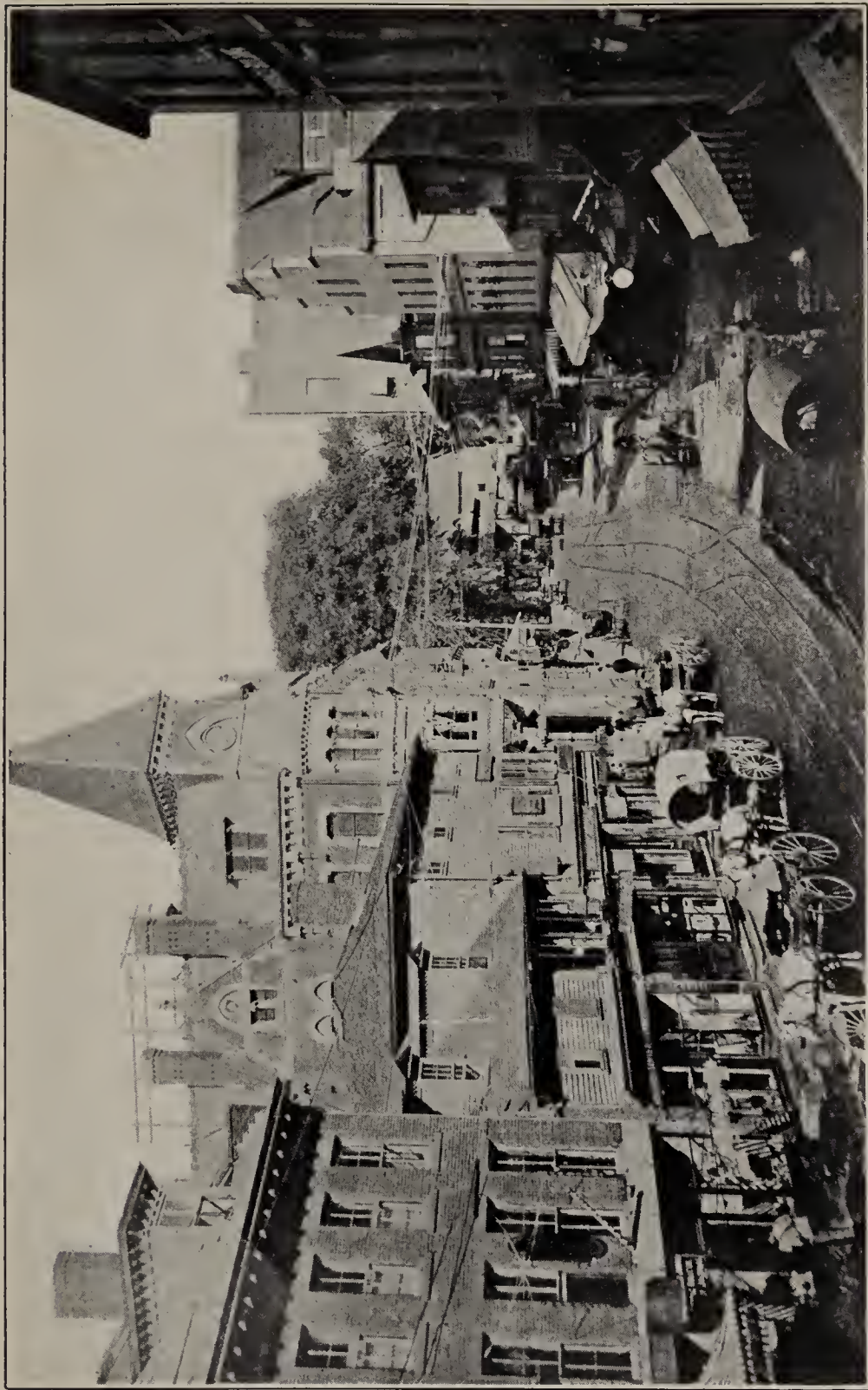
1783. Oziel Wilkinson and his five sons came to Pawtucket from Smithfield. His daughter married Samuel Slater.

1785-90. The new Cemetery on Mineral Spring Road opened. No interments are supposed to have been made in the Old Jenks Cemetery, situated between High Street and Roosevelt Avenue, just south of Read Street, after this date.

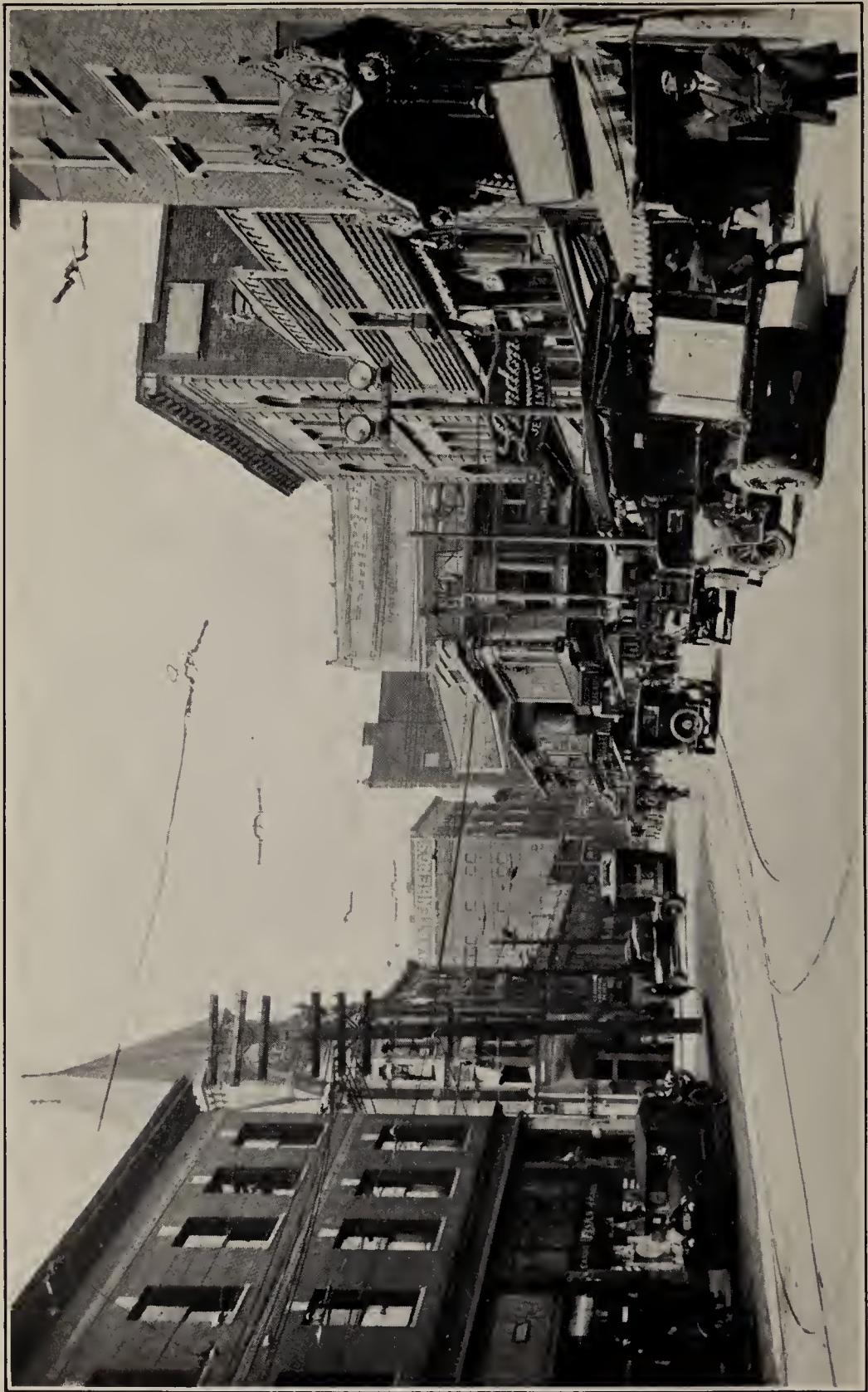
1790. Schooner Tyre, built on the Pawtucket River, sailed around the world.

1790. Samuel Slater began the reproduction of the Arkwright models of cotton machinery for Moses Brown, and soon established the first successful cotton mill in America.

1792. Elijah Ormsbee and David Wilkinson built the first steamboat operated in this country, the "Experiment,"



Main Street Square, about 1876



Main Street from North Main Street, 1923

in which they made a trip on the Seekonk River between Pawtucket and Providence.

1792. A dam was built across the Blackstone River, above the head of Sargeant's Trench, and about twenty rods above the lower dam.

1793. The Red School House, the first school house, and general meeting place for the freemen of Pawtucket, was built on High Street, on the site now occupied by the first City Hall, formerly the North Providence Town Hall.

1793. The first Church incorporated, the Catholic Baptist Society, on High Street.

1793. Hannah Slater, wife of Samuel Slater, made the first sewing thread of cotton in America.

1793. "Old Slater Mill" was built, by Almy, Brown and Slater.

1796. Samuel Slater started the first Sunday School in New England.

1797. David Wilkinson invented the slide lathe.

1798. Samuel Slater formed a partnership with Oziel and William Wilkinson and Timothy Green, as Samuel Slater & Co., and built another factory, on the east side.

1801. First fire department organized in Pawtucket.

1806. John Slater, brother of Samuel Slater, came from England. The two brothers then started the factories at Smithfield, known as Slatersville.

1807. Post Office established, in Main Street square, Mr. Otis Tiffany first postmaster.

1807. Main Street bridge and fourteen buildings carried away by the most destructive freshet ever seen in Pawtucket.

1810. Oziel Wilkinson and sons erected stone mill near the Slater Mill.

1812. The western part of Rehoboth, Massachusetts, incorporated as Seekonk, and Pawtucket on the east side of the river, became part of this new town of Seekonk.

1813. The first bank in Pawtucket incorporated, the Manufacturers Bank. Oziel Wilkinson was its first president.

1813. President Madison, at his second inauguration as President of the United States, wore a suit of woolen cloth made in a Pawtucket factory.

1813. Wilkinson, Greene and Company built a mill on the east side which later became the plant of the Dexter Yarn Company.

1813. Larned Pitcher started a shop which afterward became Pitcher & Gay, then Pitcher and Brown, and finally Captain James S. Brown, son of Sylvanus Brown, became sole owner.

1814. John Thorpe invented a power loom.

1816. St. Paul's Episcopal Church organized.

1820. Stephen Jenks, Jr., began making bolts, nuts and screws in "The Old Forge Shop." They were the first made in America. This later became the firm of Pinkham, Haskell and Company, and is now the William H. Haskell Company.

1825. The first issue of the Pawtucket Chronicle and Manufacturer's and Artizan's Advocate appeared.

1827. First Universalist Church erected on High Street, on lot given by Stephen Jenks.

1827. Coal and Lumber first brought up the Pawtucket River for commercial purposes.

1828. St. Mary's Church established, the lot was a gift from David Wilkinson. This was the second Roman Catholic Church in Rhode Island.

1828. Settlement on the east side of Blackstone River, then a part of Seekonk, Massachusetts, incorporated as the town of Pawtucket, Massachusetts.

1829. The Pawtucket Congregational Church organized.

1829. David Wilkinson moved from Pawtucket to Cohoes Falls, New York.

1829. Samuel Slater sold his share in the Old Slater Mill to William Almy. He never renewed his business connection with Pawtucket, having started a mill in Webster, Massachusetts, in 1811.

1835. Samuel Slater died at Webster, Massachusetts, aged sixty-seven. He was buried in Webster.

1835. Boston and Providence Railroad built, but it passed far to the eastward of Pawtucket, about three miles from Pawtucket Falls.

1836. Pawtucket Institution for Savings chartered, the oldest bank in Pawtucket.

1839. The Pawtucket Chronicle and Manufacturer's and Artizan's Advocate after passing through many hands, was merged with the Pawtucket Gazette and became the Gazette and Chronicle.

1842. Dorr War in Rhode Island. Martial Law proclaimed in Pawtucket. Alvin Jenks was Captain of the Volunteer Company.

1845. Trinity Church established, on Main Street, in Pawtucket.

1847. First train passed through Pawtucket on the Providence and Worcester Railroad on the same roadbed which is in use today.

1848. Earl Express Company, first express company in Pawtucket, started.

1848. The Boston and Providence Railroad Company built a branch road which joined the Providence and Worcester at Central Falls.

1852. Pawtucket Public Library secured its charter from the State.

1854. St. Mary's Church starts the first Parochial School. The first school house was built on George Street.

1855. The Slater Bank incorporated.

1855. The first High School erected in Pawtucket, Mr. William Tolman, principal.

1856. Stone bridge opened for travel at Pawtucket Falls.

1861. Pawtucket Street Railway started with fourteen one-man one-horse cars.

1862. All of East Providence, and Pawtucket, east of Blackstone and Seekonk Rivers ceded to Rhode Island by Massachusetts in exchange for a part of Fall River. East Providence and Pawtucket, incorporated.

1865. Fales and Jenks Machine Company moved to Pawtucket from Central Falls, where the company started in 1830. Alvin Jenks, son of Stephen Jenks, Jr., was a member of the original firm of Stephen Jenks & Sons.

1867. To-Kalon Club started. Mr. Frederic Sherman was the first president.

1870 to 1880. Major Nathaniel Jenks' stone chimney house, which stood at what is now 210 Roosevelt Avenue, demolished. Joseph Jenks, father of Major Nathaniel, had moved his house from site of Boys' Club, and attached it to this house.

1870. Samuel S. Collyer elected first Chief of the fire department.

1871. The old Town Hall erected by the Town of North Providence, on High Street, afterward used as a City Hall.

1871. Marcus M. Cowing was chosen the first Chief of Police in Pawtucket.

1872. Exchange Street Bridge opened for travel.

1872. Wilkinson Park, the oldest park in Pawtucket, officially named by the North Providence Town Council in honor of David Wilkinson who gave the land.

1874. St. Joseph's Church on Walcott Street was built.

1874. Pawtucket, Rhode Island, was set off from North Providence, and the two villages, one on each side of the river, were consolidated, having a population of about 18,000.

1875. Division Street Bridge built.

1880. Music Hall Building erected.

1881. Pawtucket Business Men's Association organized by Franklin A. Steere. Frederick C. Sayles was the first president, James L. Jenks chosen Secretary in 1890, holding that office to the present time.

1885. The Pawtucket Evening Times started. George O. Willard, publisher.

1885. Pawtucket receives a City Charter.

1886. District Court established. Isaac Shove first Judge. Edward W. Blodgett, Clerk.

1886. Frederick Clark Sayles inaugurated the first Mayor in Pawtucket.

1886. Flood on the Blackstone River, augmented by failure of Diamond Hill Reservoir dam.

1887. St. Mary's Church built.

1888. Dedication of monument in Collyer Park to Samuel Collyer. He was chief of fire department for many years.

1889. Young Men's Christian Association of Pawtucket and Central Falls established.

1890. Cotton Centennial celebrated in Pawtucket.

1890. David O. Black purchased the Pawtucket Evening Times.

1890. John W. Davis, of Pawtucket, elected Governor of Rhode Island.

1892. Pawtucket Day Nursery started. Mrs. Frances Pratt was the first president.

1892. Electricity first used as a motive power for street railroads.

1894. Daggett Farm purchased by the City. Now Slater Park.

1894. The last horse car withdrawn from the streets of Pawtucket.

1895. The Salvation Army was established.

1895. Masonic Temple built on High Street.

1895. The Pawtucket Armory on Exchange Street built.

1897. Soldiers' and Sailors' Monument in Wilkinson Park dedicated.

1899. Retail Merchants' Association of Pawtucket organized. Six years later the name was changed to Pawtucket Chamber of Commerce. Jacob Shartenberg was the founder and first president.

1902. Deborah Cook Sayles Public Library dedicated. A gift from Frederick Clark Sayles in memory of his wife Deborah Cook Wilcox.

1902. Pawtucket Boys' Club Building dedicated. A gift from Colonel Lyman B. Goff.

1905. Pawtucket Chapter, Daughters of the American Revolution, took over Daggett House.

1907. James H. Higgins, of Pawtucket, elected Governor of Rhode Island.

1910. Memorial Hospital opened. A gift from William F. Sayles in memory of his wife, Mary Wilkinson Sayles, and his daughter, Martha Freeman Sayles. Charles O. Read was the first president of the corporation.

1914. The Young Women's Christian Association of Pawtucket and Central Falls was established, on Broad Street.

1915. Dr. James L. Wheaton, Sr., died at the age of ninety-two in Pawtucket, where for fifty-two years he had been active in his profession.

1916. The Pawtucket and Central Falls railway station opened on Broad Street, and the grade crossings were abolished.

1917. Red Cross Chapter organized at the home of Dr. Frank B. Fuller. Charles O. Read chosen chairman of the executive committee.

1921. Pawtucket and Central Falls celebrated the two hundred and fiftieth anniversary of the founding of Pawtucket by Joseph Jenks. Captain William McGregor was chairman of the general committee. The celebration lasted for five days.

1921. The Old Slater Mill Association was incorporated. Mr. Henry C. Dexter was the first president.

1925. Governor Joseph Jenks' gravestone was found in the rear of 84 North Main Street, now Roosevelt Avenue, in what was once the Old Jenks Burying Ground. The Governor's remains had previously been taken to Mineral Spring Cemetery. The gravestone was placed in the Rhode Island Historical Society.

1927. The New Senior High School on Exchange Street was built.

1929. The new cement bridge on Exchange Street was opened for travel.

1930. Pawtucket Chapter D. A. R. placed bronze tablet on milestone at 23 Pawtucket Avenue. Milestone was erected in 1753 by Benjamin Franklin, marked $3\frac{1}{2}$ M. C. H. Which meant $3\frac{1}{2}$ miles to Colony House, on North Main Street, Providence.

1931. The first trackless trolley entered Pawtucket, the first in New England.

1932. Pawtucket Business Men's Association and Chamber of Commerce were united.

1933. The new Post Office on Exchange Street was opened.

1936. The new City Hall on Roosevelt Avenue was dedicated on the fiftieth anniversary of the incorporation of the City of Pawtucket. Hon. John F. Quinn, Chairman, and Thomas P. McCoy, Secretary, of the City Hall Commission.

1936. Flood of waters on the Blackstone River.

1936. Pawtucket takes part in The Rhode Island Tercentenary Jubilee. Judge Roscoe M. Dexter, chairman of committee for Pawtucket, Central Falls, and the lower Blackstone Valley.

CENTRAL FALLS

1676. Captain Pierce and soldiers killed by the Indians in Central Falls, near site of Boston and Providence Railroad Bridge.

1730. The town of Smithfield taken from the town of Providence, the northern line of the town of Providence to end about half a mile north of the Pawtucket Falls.



Le Favour Block, corner of High and Main Streets, 1880



Main Street from foot of Broad Street, site of Oak Hall Building on left. The horse in the picture was used to help draw the horse cars up the hill to the Rough and Ready Engine House



East Avenue, about 1880. The street is being ploughed, with eight yoke of oxen pulling the plough



Main Street, from site of Industrial Trust Co. View taken in 1872. before electric cars were used.

1763. Captain Stephen Jenks purchased three-fourths of an acre in Central Falls, on the Blackstone River, on which he built a trip-hammer and blacksmith shop in which to manufacture iron ship bolts, and other ship work, later known as blacksmith shop lot, and owned by the Mill Owners of Central Falls.

1777. William Jenks of Wrentham, Massachusetts, sold about ten acres of land, located near "the old dam," at Central Falls, to Benjamin Cozzens of Pawtucket.

1780. Charles Keene built a dam across the Blackstone River at Central Falls. Sylvanus Brown superintended the building of the dam.

1780. Charles Keene purchased of Benjamin Cozzens land which later was occupied by the Stafford Manufacturing Company's mill estate, stone house and blacksmith shop lot, Chocolate Mill lot, and the dam lot, so-called. The stone house, just north of the Stafford Mill, was used as a place of worship for many years.

1806. The water power at Central Falls was principally owned by Stephen Jenks, Jr., including the blacksmith shop lot and the Keene estate.

1808. The Keene building, called the Chocolate Mill, was owned and occupied by the Smithfield Manufacturing Company, and used for the manufacture of cotton yarns.

1811. Stephen Jenks, Jr., erected a building in which to finish for the United States Government 10,000 muskets at \$11.50 each, for the War of 1812. A part of this building later used by Stephen Jenks & Sons for a machine shop. The Duck Mill was later built on this site by Lemuel H. Arnold and Palemon Walcott.

1823. The owners of the water power at Central Falls had their property divided into six separate water privileges.

1824. John Kennedy erected a brick mill for the manufacture of cotton cloth, and later it was owned by the Stafford Manufacturing Company.

1824. Name of Chocolate Mills changed to Central Falls at a meeting held in the Stone Mill, just built by David and George Jenks. A man by the name of Wheat had manufactured chocolate in a building owned by Charles Keene, from which Chocolate Mills took its name.

1830. David G. Fales and Alvin Jenks began the manufacture of cotton machinery, and fifteen years later perfected and began the manufacture of ring spinning frames, the first successful frames of that kind made in the world.

1835. Alvin Jenks and David G. Fales built a wooden mill on land later sold to the Central Falls Woolen Mill.

1839. Charles Moies, John Moies and George F. Jenks erected a wooden mill, which was afterward occupied by Green and Daniels for twenty years. On this site the Pawtucket Haircloth Mill was built.

1847. The Central Falls Fire District was set off in the town of Smithfield, thus giving the village certain corporate rights.

1860. Central Falls Fire District was given permission to light its streets.

1863. Rufus J. Stafford built the present dam over the Blackstone River at Central Falls, the old dam was just above the bridge, and the mill trench ran under the roadway.

1863. The main trench, leading to all the mills, and the Stafford independent trench were completed.

1863. The E. L. Freeman Company established. It was one of the first Steam Job Printing plants in the State.

1864. The Stafford Manufacturing Company incorporated, John A. Adams, president. The company was originated in 1859 by Rufus J. Stafford.

1864. The Pawtucket Hair Cloth erected the building now occupied by the Adam Sutcliffe Company.

1867. First Post Office established. G. F. Crowing-shield, first postmaster.

1869. Iron bridge built at Central Avenue, connecting Central Falls with Pleasant View.

1869. Central Falls Weekly Visitor, first newspaper in Central Falls issued. It was published continuously for twenty-two years by Edward L. Freeman.

1870. The Central Falls Woolen Mill, built by Phetteplace and Seagrave on property purchased from Alvin Jenks and David G. Fales.

1870. Edward L. Freeman chosen Senator from the town of Smithfield.

1871. Town of Lincoln, which included Central Falls, was incorporated.

1871. Edward L. Freeman chosen the first Senator from the town of Lincoln.

1873. Lincoln Town House on Summit Street, Central Falls, built. Later used as Central Falls City Hall and now used by the School Department as a Trade School.

1873. Iron bridge built over Blackstone River on Broad Street, between Lincoln (now Central Falls) and Cumberland.

1875. Central Falls was authorized to maintain a police force. David R. Goldsmith was the first chief of police.

1882. Central Falls Free Public Library established, and was located in the upper part of the engine house on Cross Street.

1888. Brick School House erected, adjoins Jenks Park, corner of Broad and Summit Streets, used since 1928 as City Hall.

1890. The Old City Hall, formerly Town Hall, on Summit Street, enlarged to its present dimensions. Now used as a Trade School.

1890. Alvin F. Jenks gave the land for Jenks Park.

1894. The Farwell Worsted Company purchased the Central Falls Woolen Mill.

1895. Central Falls, with a population of nearly 16,000 was taken from the town of Lincoln and incorporated as a City.

1895. Charles P. Moies elected the first Mayor of Central Falls.

1899. Mrs. Elizabeth Buffum Chace died at the age of 93 years, at her home on Broad Street. She was the widow of Samuel Chace, and their home was one of the stations of the "underground railroad" at the time of the Civil War.

1904. The Cogswell Memorial Clock Tower was erected in Jenks Park in memory of Caroline Cogswell of Smithfield, R. I.

1905. Cement bridge replacing iron bridge built at Cross Street, between Central Falls and Pawtucket.

1906. The E. L. Freeman Company incorporated, Joseph W. Freeman, president.

1906. Farwell Worsted Mill was sold to Bryan Marsh Company, a subsidiary of the General Electric Company.

1910. Cement bridge, replacing iron bridge, built between Central Falls and Pawtucket, on North Main Street, now Roosevelt Avenue.

1910. The Adams Memorial Library, built on Central Street.

1913. The General Electric Company built the large brick building on Roosevelt Avenue, and later purchased from the Blackstone Valley Gas and Electric Company what was formerly the Stafford Manufacturing Company.

1923. The General Electric Company moved their business, and the real estate was taken over by the General Electric Realty Corporation.

1935. The Twin City Realty Company purchased the property formerly owned by the General Electric Realty Corporation.

1936. Pantex Pressing Machine, Inc., which began business in the Goff Mill, Pawtucket, in 1926, with Albert K. Newman as its first president, purchased the property previously owned by the General Electric Company.

1936. The City of Central Falls takes part in The Rhode Island Tercentenary Jubilee.

LINCOLN

1676-84. Eleazer Whipple House built on site of house destroyed in King Philip's War, afterward known as the Mowry Tavern, located near Lime Rock Village.

1687. Eleazer Arnold Tavern built near Quinsnick Park, now part of Lincoln Woods Reservation.

1703. Old Quaker Meeting House near Saylesville, built.

1745. Samuel Arnold House built in Lincoln Woods.

1810. Stone taken from Arnold's Ledge (sometimes called Smithfield Ledge), on the west bank of the Moshasuck River, for building St. John's Church in Providence.

1811. The Butterfly Factory built by Stephen H. Smith. He also built "Hearthside" about the same time.

1822. The limestone for the foundation of Hope College, Brown University, was taken from Harris Quarry, in the village of Lime Rock.

1828. The Blackstone Canal opened for use.

1829. Lonsdale, owned by Lonsdale Company, was started as a manufacturing village.

1847. William F. Sayles and Frederick C. Sayles established bleachery in Saylesville.

1849. The Providence and Worcester Railroad completed.

1854. The Dexter Lime Rock Company incorporated.

1868. Harvey and Samuel B. Chace built a bridge across the Blackstone River at Albion.

1871. The Town of Lincoln taken from the Town of Smithfield.

1887. John Street iron bridge built over Blackstone River between Lonsdale in Lincoln, and Cumberland. It was the first bridge built there.

1896. Saylesville was organized as a fire district.

1909. Lincoln Woods Reservation officially dedicated on February 12th, in honor of Abraham Lincoln.

1916. The State built a cement bridge over the Blackstone River at Lonsdale, between Lincoln and Cumberland, replacing the Whipple bridge, which was a divided bridge built of wood.

CUMBERLAND

1635. William Blackstone settled in what is now Lonsdale, and was therefore the first white settler in what is now Rhode Island. The Blackstone River was named for him. Abbott's Run was named for a servant of William Blackstone.

1661. Wamsutta, called Alexander, son of Massasoit, Chief of the Narragansetts, gave Captain Thomas Willett a deed to Rehoboth North Purchase, which included the present towns of Attleborough and Cumberland.

1666. Captain Thomas Willett conveyed to the town of Rehoboth the land which comprised the North Purchase.

1676. "Nine Men's Misery," remnants of Captain Pierce's company killed by the Indians, and buried in one grave on Cistercian Monastery grounds.

1732. The Baptist Church organized in Cumberland.

1740. Old Ballou Meeting House erected near Iron Mine Hill. This hill is the source of many boulders of this peculiar iron ore carried south, over a large portion of the State, during the glacial period.

1747. Cumberland, formerly called "Attleboro Gore," was taken from Attleborough, Massachusetts, and ceded to Rhode Island. It was incorporated as a separate town, and included as a part of Providence County in Rhode Island. It has been called the mineral pocket of New England.

1812. The General Assembly granted a lottery of \$12,000 the proceeds to be used in searching for coal in Cumberland.

1849. The Blackstone Canal closed and its charter revoked.

1853. Harvey Chace, Samuel B. Chace and Oliver Chace were incorporated by the name of the Valley Falls Company, and the following year they built a large stone dam over the Blackstone River at Valley Falls.

1860. St. Patrick's Church dedicated in Valley Falls. It was the second Catholic Church in the Blackstone Valley.

1867. A part of Cumberland was incorporated as the Town of Woonsocket.

1887. The Diamond Hill Reservoir completed, and a new dam at Happy Hollow was also finished. In 1927 a new reservoir at Arnolds' Mills was completed. From these two reservoirs by way of the Abbott's Run Stream, the water runs down into the Robin Hollow pond, thence into the Happy Hollow pond at Valley Falls, where a pumping station of the Pawtucket Water Works is located. These supply the water for Pawtucket and the lower Blackstone Valley.

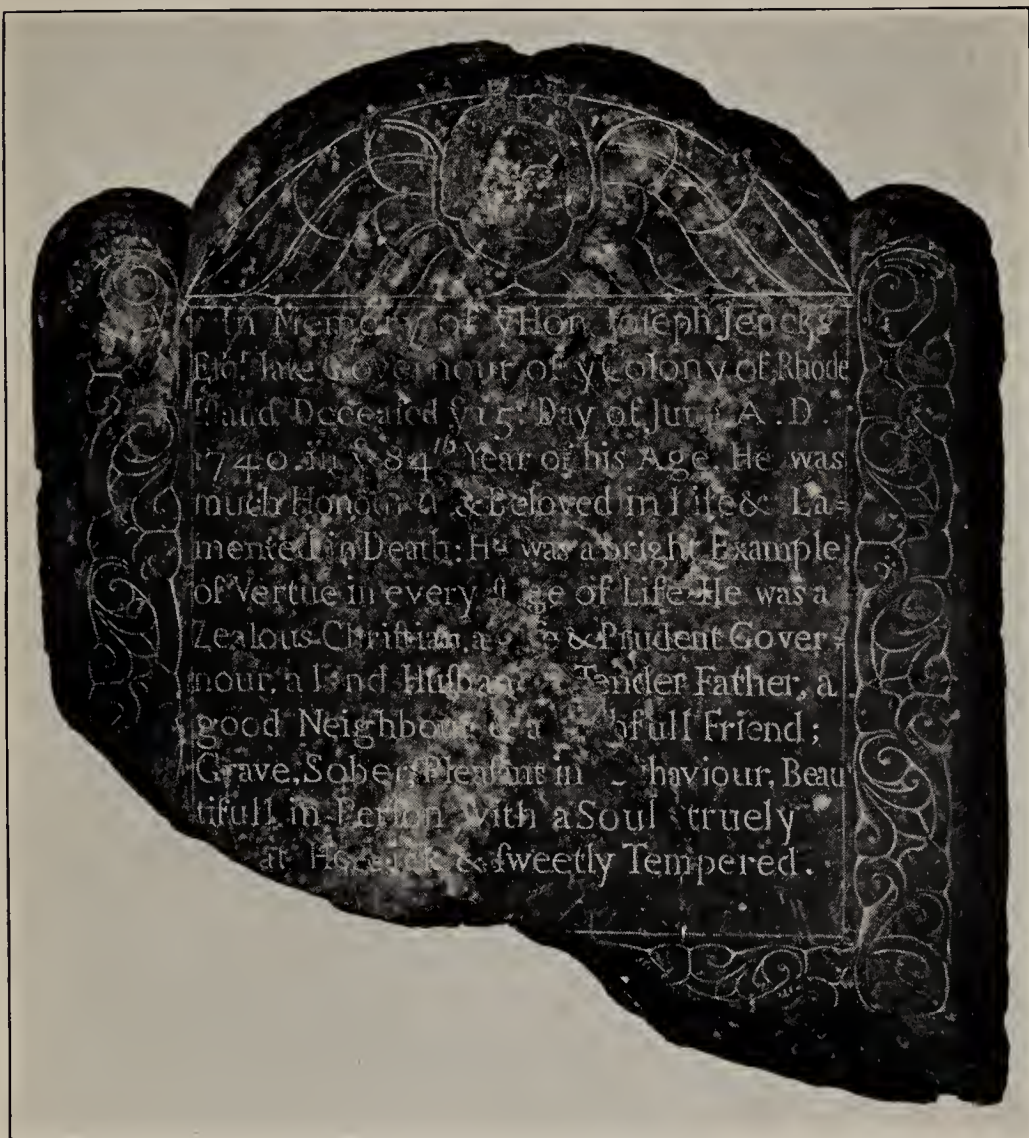
1900. The Cistercian Monastery, located on the Diamond Hill Road, was started by seven members.

1902-1903. Lucius F. C. Garvin, of Lonsdale, elected Governor of Rhode Island.

GOVERNOR JOSEPH JENKS

The portrait of Governor Jenks was painted by John Smibert, in Newport, in 1729, and was in the collection of Governor Richard Ward of Rhode Island, "to whom it was presented by the sitter." In 1926 the portrait was hung in the Gallery of National Portraiture, Pennsylvania Academy of Fine Arts, Philadelphia, and is now owned by Mr. Millard H. Jenckes, of New York City.

Governor Joseph Jenks, the first Governor to be chosen outside of Newport, was born in Lynn, Massachusetts, in 1656, and came to Rhode Island in 1669. He served twelve years as Deputy in the General Assembly at Newport, four years as Speaker of the House of Deputies, five years as Major for the Mainland towns, Assistant five years, Deputy Governor thirteen years, and Governor five years, from 1727 to 1732. He was in the service of the town and State almost forty-four years.



Governor Joseph Jenks' gravestone, 1740



Main Street from foot of Dexter Street, 1872

In 1721 the General Assembly voted that he "have £30 allowed him as a gratuity out of the General Treasury for his good service done the Colony during his agency."

In 1727 Governor Jenks wrote a letter on behalf of the General Assembly to King George II, in which he apprizes him of "a regular and beautiful fortification of stone built at Newport, with a battery where may be mounted sixty guns."

He married Martha Brown, a descendant of Obadiah Holmes and Chad Brown.

Governor Jenks was the tallest man of his time in Rhode Island, standing seven feet and two inches without his shoes. He died in 1740, and was buried in the Old Jenks Burying Ground.

The tombstone of Governor Jenks, now preserved in the Rhode Island Historical Society, bears the following epitaph:

"In memory of the Hon. Joseph Jenks, Esqr., late Governor of the Colony of Rhode Island, Deceased the 15th day of June A. D. 1740, in the 84th. year of his age. He was much Honored and beloved in life and Lamented in Death: He was a bright example of Virtue in every stage of Life: He was a Zealous Christian, a wise and Prudent Governor: a kind husband: a Tender Father: a good neighbor and a Faithful Friend: Grave, Sober, Pleasant in Behaviour: Beautiful in Person, with a Soul truly Great, Heroic and Sweetly Tempered."

THE BLACKSTONE CANAL

Stretching across the Blackstone River Valley and following closely the course of that stream from Worcester to Saylesville, and then extending on to the center of Providence via the waters of the Moshassuck River can

still be seen evidences of what was once considered a gigantic feat of engineering—the Blackstone Canal. This inland waterway was first talked of as early as 1796, and the project gained the enthusiastic support of many influential citizens in both Rhode Island and Massachusetts, but, due to legislative difficulties in the latter State, the original plans to connect Worcester and Providence by water failed to mature.

Twenty-six years passed before the subject was brought up again—this time with success. Citizens in both Worcester and Providence held meetings, discussed the need of a canal, and ended by forming commissions and engaging engineers to investigate every detail which such an enterprise would involve. Benjamin Wright, the chief engineer of the middle section of the Erie Canal, headed the party of surveyors and assayers who laid out the proposed route. The results of the survey were very encouraging. The soil was found easy to excavate. There were large ponds all along the route from which a supply of water could be obtained. The difference in elevation between tide water in Providence and Thomas Street in Worcester was found to be $451\frac{1}{2}$ feet, not a great difference considering that the canal was to be 45 miles in length.

After the favorable report of the engineers, promoters of the enterprise went to work to stimulate the enthusiasm of the people with a view to raising the necessary money for the project. The estimated expense was \$323,319, and the sum set to be raised was \$400,000. Here a first great mistake was made. So successfully did the promoters present the canal proposition that they could have raised \$1,000,000 as easily as the \$400,000 they asked for. Later on, when the actual cost of the canal proved to be \$750,000 and they needed more money, the public had lost its faith in the enterprise and was unresponsive. It was a marked

contrast to the mad scrambling for stock when the Blackstone Canal Company was first formed. Then, people in Providence bought all that was offered and hurried to Worcester to buy up any more shares that might have been left over.

Excavation of the canal was begun in 1824 in Rhode Island, and two years later in Massachusetts at the Worcester end. This gave employment to many Rhode Islanders and stimulated Providence business to a very considerable extent. About 500 men from Providence were engaged in the work at one time, and North Water Street (later called Canal Street) was transformed into a busy business center. New warehouses were built along it with wharves facing on the canal. And general business throughout the city increased proportionately.

There were forty-nine locks in all between Worcester and Providence, all of them heavily constructed out of granite at a cost of \$4,000 each. As for the canal itself, it was 32 feet wide at the top with sloping banks that made it only 18 feet wide at the bottom. Water was kept at a depth of $3\frac{1}{2}$ feet. But the canal was actually only dug nine-tenths of the way between the two terminals. For the rest the engineers depended upon slack water navigation, making use of the ponds along the way. They did not figure on such things as drought in the summer and ice in the winter, and consequently the loaded canal boats frequently became stranded for days and weeks at a time for lack of navigable water. This was of course ruinous, both to the canal company operating the boats and to the merchants who used them for shipping goods.

As a matter of fact the Blackstone Canal was always of more value to the public than to its stockholders. The latter received only decreasing dividends from the start of the project, but the former had the advantages resulting

from the reservoirs which had been built along the route to hold back spring flood water in the ponds. More water flowed in the Blackstone River and there was enough increased hydraulic power to encourage the building of many manufacturing plants along the canal.

The final trouble that the canal involved came in the continual quarrels between the boatmen and the various mill owners over the water itself. The latter were drawing just enough water for their manufacturing to ruin the boatmen's business, and there was many a near riot over the matter. Mill owners even went so far as to tip loads of rocks into locks so that the barges could not pass through and the boatmen threatened to set fire to the mills. All this trouble might have been avoided had enough money been raised in the first place so that the canal company could have controlled all the water rights.

But matters went from bad to worse, and in 1848 the last toll was collected on barges. Before that time portions of the canal had been closed to passage. Providence auctioned off the boathouse terminal, and the following year the locks and land as far as Woonsocket were sold.

Taking the place of the canal was the new railroad, connecting the same two towns and giving rise to the remark that of "the two unions between Worcester and Providence, the first was weak as water—the last strong as iron."

On the morning of July 1, 1828, the pages of the *Rhode Island American*, a local newspaper, carried the following story:

"At about 10 o'clock in the morning, the 'Lady Carrington' started from the first lock above tide water (opposite the jail), on Canal Street. A salute of artillery announced her departure, seconded by the cheers of those on board,

and the shouts of hundreds of spectators who crowded the banks and surrounding eminences to witness this novel spectacle. The boat is of the largest size that can be admitted into the locks, being about seventy feet long, nineteen and a half wide, and as high as will admit of a safe passage under the bridges crossing the canal. She is covered on the top, having below a cabin nearly the whole extent of the boat, conveniently and neatly arranged. Her draft, when filled with passengers, does not exceed eight or nine inches. Among the passengers were His Excellency the Governor, two of the Rhode Island Canal Commissioners, and about fifty citizens. The boat was drawn up the Canal by a tow-line attached to two horses that travelled with rapidity on the straight levels (of which there are some very beautiful ones before you come to the Blackstone River). She might be conveyed with ease at the rate of four or five miles per hour.

Between the water and the Albion Factory, nine granite locks, of the most substantial masonry, were passed. Just before entering Scott's Pond, a beautiful basin of deep water, there are three continuous locks, by which you ascend an elevation of twenty-four feet. The novelty of ascending and descending from the different levels was particularly gratifying to those who had never before witnessed the operation. The boat glides into a solid iron box (so to speak) in which she is enclosed by the shutting of the folding gates. The water is then admitted through wickets in the upper gates, and the boat is rapidly raised to the level she is to ascend; the upper gates are then opened and she passes on.

In descending, the lock is filled and the boat glides in on the level, and the upper gates are closed, and the water drawn from the lower gates until the water is depressed to the level below. This operation occupied, in passing up,

about four minutes, and in descending about three minutes. The average height of the lock is about ten feet. There were men hired for lock tenders, whose duty was, for boats ascending, to see the lower gates opened, and after the boat glided into the lock, to close the lower gates, and draw the water from the upper level until the lock was full, and then open the upper gates and let the boat pass out upon the level; and when the boats were descending, locks were to be filled and upper gates opened so that the boat would glide in. On the 4th of July the 'Lady Carrington' carried excursion parties to Scott's Pond, six miles, amid great rejoicings."

The paper then added the following amusing incident:

"A Mr. Arnold, who keeps a store opposite Smith Street, in company with a Mr. Olney, was sitting on a box or railing of the Boat 'Lady Carrington' and was very earnest telling a story when the Boat struck the bank of the Canal, and overboard he went. After pulling him in all wet through, he sat down and said 'as I was saying' and went on with his story as though nothing had happened."

One can still trace the route of the old canal as it follows along Canal Street, by the American Screw Company's works, and under Randall Street. Farther out in the country it becomes distinct for various intervals, disappearing entirely where it has been filled in. It was a noble experiment, one which could easily have been more fruitful in its results, and we might have seen the picturesque barges moving slowly along today through the Lower Blackstone River Valley.

JOHN W. HALEY

SOUTHERN NEW ENGLAND RAILROAD

At various places in Pawtucket, Central Falls and Lincoln there may be seen, along the apparently abandoned right of way of the Southern New England Railway Company, evidences of the unfinished construction of this railroad. The building of this road was a project of those in control of the Grand Trunk Railway system, a Canadian enterprise, in an endeavor to extend that system from Palmer, Massachusetts, through Southern New England, to tide water, with terminals at Providence and other points on Narragansett Bay. Palmer was the Southern terminal of the Central Vermont Railroad, which the Grand Trunk controlled, and this project seemed entirely feasible at the time that it was being considered. Strenuous opposition was made by the New York, New Haven & Hartford Railroad officials but to no avail, as an Act was passed by the General Assembly at the January Session in 1910, incorporating the Southern New England Railway Company with a capitalization of \$3,000,000.00 and the usual powers of eminent domain.

The right of way was acquired and laid out, and extensive preliminary work was done in the matter of construction. In Pawtucket, Central Falls and Lincoln excavations were made, swamp and low lands filled in and bridge abutments built. The unfortunate death of President Hayes, head of the Grand Trunk system, who went to England in 1912 to make arrangements for financing this project but who, on the return trip in April, went down in the sinking of the Titanic, after a collision with an iceberg, resulted in what was, at the time, expected to be merely a temporary delay in completing the construction of this railroad, but, as time went on, the forces behind this enterprise lost interest and the work of construction ceased in October, 1913. The original act of incorporation of the Southern New England

Railway Company has been amended a number of times, and at the January Session of the General Assembly, in 1928, an Act was passed permitting the transfer of the same to the North Atlantic Terminal Railroad Company. This latter company apparently never organized and thus the whole project came to naught, the Southern New England Railway Company disposing of land to which it had obtained title by purchase, and allowing that to which it had acquired title by eminent domain to revert to the former owners thereof.

ROSCOE M. DEXTER



City Hall, Pawtucket, dedicated February 10, 1936



Pawtucket Senior High School. Completed during school year 1926-1927

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1636



1936

TERCENTENARY JUBILEE
OF THE
State of Rhode Island and Providence
Plantations

(Lower Blackstone Valley District)

Places and Objects of Historic Interest
in
Pawtucket, Central Falls, Lincoln and Cumberland

PAWTUCKET

Old Slater Mill

Old Slater Mill, corner of Roosevelt Avenue (formerly North Main Street) and Slater Avenue. First successful Cotton Mill in America, established in 1790 by Samuel Slater. On March 29, 1921, the Old Slater Mill Association was organized for the purpose of acquiring, restoring and preserving this historic structure and maintaining the same as a museum of cotton machinery, equipment and appliances, and for such other purposes as may be connected therewith or incidental thereto.

Sargent's Trench, to which the Slater Mill Trench is really a northerly extension, was originally dug about 1714 as a fishway to enable shad, salmon and buckies to get up into fresh water by going around the falls and the lower dam, but, as the fish did not seem to make use of the same, the trench began, about 1730, to be utilized for power purposes and, greatly improved and developed, was extensively used for many years up to the modern era, and until recently was still used in a lesser degree. As extended by the Slater Mill Trench it flows from the Blackstone River above the Slater Mill southerly between Roosevelt Avenue (formerly North Main Street) and the Blackstone River, crossing Main Street underground to continue under the Read Block and Arnold Building, where it is said to be thirty feet wide and nine feet deep, and thence easterly under Jenks Lane, back into the Pawtucket River a short distance below the Main Street Bridge. In the past it has been the subject of probably the longest series of litigation of any on record, beginning with the famous case of *Tyler vs. Wilkinson*, in which Judge Story, about 1826, rendered his famous opinion on water-rights.

Pawtucket Falls, at the Main Street Bridge, gives Pawtucket its name, meaning in the Indian language, "Falls of Water." Just south of the Falls, between Jenks Lane and the river, was the location of the forge of Joseph Jenks, the Founder of Pawtucket, who came from Lynn, Massachusetts, to Pawtucket in 1669, and from there to Pawtucket in 1671, and established himself in the iron business, practically the beginning of the early iron age in America.

Slater Park, with entrances from Brook Street and Newport Avenue, borders on the Ten Mile River, and is adjacent to the Metropolitan Park development along that river. Purchased in 1894, and known at that time as Daggett Farm, consisting of about 200 acres, it has been extensively augmented and developed and now comprises beautiful groves, lakes, roads, flower gardens, shrubbery and numerous recreational facilities. Contains "Friendship Garden" wherein are all the flowers mentioned in the writings of Shakespeare.

Daggett House. Property of the City of Pawtucket and located in Slater Park. Built in 1695, remodelled in 1790, and restored in 1895 by the Daughters of the American Revolution and now maintained by them under a nominal lease as a museum, showing a colonial home of the 18th century with period furniture and household effects. Open to the public at certain times during the summer, and on Wednesday afternoons at a minimum charge.

"The Old Pidge House," formerly known as the old Sayles Tavern, located on the east side of North Main Street, between Pidge Avenue and Lafayette Street. A part of this was sup-

posedly built in 1640 and the building is claimed by some to be the oldest house standing in Rhode Island. Used by General Lafayette as headquarters during the encampment of French troops on Rochambeau Heights during the Revolutionary War. General Washington was met here by the citizens of Providence, April 5, 1776. Visited by Lafayette in 1824 upon his return to America. Licensed as a tavern in 1783. Now used as a private residence but opened upon occasions for historical purposes. Permission must always be had to enter and inspect.

First Baptist Church, at corner of High and Summer Streets, with Baptist Street in the rear and Meeting Street leading up street from Main Street, was organized in 1793, when that part of Pawtucket was in North Providence, as the "Catholic Baptist Society at Pawtucket in North Providence." This church was originally for the use of various sects and denominations, the Baptists having priority, but in 1841 the name was changed to "First Baptist Church." The tall steeple which formerly topped its belfry was removed several years ago.

St. Paul's Church (Episcopal), on northeast corner of Park Place and Church Street, established in 1815 when that part of Pawtucket was included in the Town of North Providence. Located opposite the southerly end of Wilkinson Park. The present building was erected in 1901 on the site of the previous church which was built in 1817.

St. Mary's Church (Roman Catholic), said to be the oldest church of that denomination in Rhode Island, was established in 1828, and its present edifice is located on Pine Street, corner of Grace Street. Its ancient cemetery in its rear on George Street, corner of Grace Street, bears mute testimony to the faith of its founders in years long since gone by.

First Congregational Church. Located at junction of Broadway and Walcott Street in what was formerly Pawtucket, Massachusetts, organized in 1828. The first church building burned down in 1864 and the present building was formally consecrated in 1868, being then in Pawtucket, R. I.

Trinity Church (Episcopal), located on south side of Main Street, near School Street, established in 1845, in what was then Pawtucket, Massachusetts. "The present beautiful stone church was consecrated in July, 1853."

Pawtucket Institution for Savings, oldest bank in Pawtucket, chartered in 1828, actually beginning business in March, 1836, and this year celebrating its own Centenary. Present building at corner of Main and Maple Streets was built in 1896.

The location of the old Joseph Jenks house, the first frame house in Pawtucket, is marked by a bronze tablet on the present "Pawtucket Boys' Club."

The location of the First cemetery in Pawtucket where the founder, Joseph Jenks, was buried, is to be marked by a bronze tablet on the present Masonic Building, near which same was located.

CENTRAL FALLS

Jenks Park, presented to the Town of Lincoln in 1890 by Alvin F. Jenks, a descendant of Joseph Jenks, the founder of Pawtucket. It has been developed and adorned by fountains, statues, and summer houses in the shape of huge metallic umbrellas. On top of a high rocky eminence commonly referred to as "the mountain" is the Coggeshall Memorial Clock tower, whose four faces, high up in the air, indicate the time to all four points of the compass. An excellent view of the landscape for miles around may be had from this tower, visibility on a clear day being as far as Fall River. This park is located on the west side of Broad Street, between the present Central Falls City Hall (formerly the High School Building) and the new Notre Dame Church, and extends westerly to Washington Street. It contains a number of acres.

Pierce's Fight. A tablet on land adjoining the Blackstone River on the upper part of High Street, a little north of the archway under the Boston and Providence Railroad Bridge, marks the location of this conflict in which the Indians, during King Philip's War, 1676, after ambushing Captain Michael Pierce and his soldiers from Plymouth and slaying most of them, captured nine men and took them to "Nine Men's Misery" in Cumberland where they were tortured and killed. (See Nine Men's Misery in Cumberland.)

LINCOLN

Lincoln Woods Reservation is owned and maintained by the State and contains about 604 acres, several miles of automobile drives, numerous foot-paths and out-door fireplaces, brooks and ponds, including Quinsnicket and Stump Hill ponds. This is a very picturesque public park of great natural beauty, well worth visiting. It is reached by way of Chapel Street in Saylesville and the Great Road, as well as by Louisquisset Pike and Break-neck Hill, and is about 3 miles from the centre of Pawtucket. Reservation and use of the out-door fireplaces may be obtained from Forests, Parks and Parking Division, State Office Building, Providence, R. I., or from the office on the premises.

Butterfly Factory, so-called from the remarkable resemblance to a huge butterfly caused by an unusual coloring and conformation of several stones in its front wall, is located on the westerly side of the Great Road and adjacent to the Lincoln

Woods Reservation. It was built in 1811 by Stephen H. Smith and was formerly used for years as a factory, but now is used as the Hope Riding Academy. It is said that the bell originally hanging in its belfry bore the date 1563 and came from the British frigate, "Guerriere," which was captured by the United States ship "Constitution," in the War of 1812. The bell is now in a private residence in Providence.

Hearthside. Located on the Great Road directly opposite Butterfly Factory and near the Quinsnickent entrance to Lincoln Woods. Built by Stephen H. Smith in 1811. It is of stone construction and a fine example of Colonial Architecture as influenced by the classic-style, and the Rhode Island Building at the St. Louis Exposition in 1904 was modeled after it. The tradition has been handed down that Mr. Smith built it with the prize of \$40,000 which he won in a lottery. It is now occupied by Adam Sutcliffe as a private residence.

Eleazar Arnold Tavern. Located on the northeasterly side of Great Road, a short distance from the junction of Chapel Street, Front Street, and Great Road, and not far from Butterfly Factory, Hearthside, and the Quinsnickent section of Lincoln Woods Reservation. It is said that the oldest part of the house was built in 1687. The northerly wall of the building is composed almost entirely of the outside wall of the huge stone chimney and tradition has it that this was partly as a defense against hostile Indians. The Society for the Preservation of New England Antiquities has in recent years acquired this ancient hostelry and partially restored same to its original form. It is open to visitors by inquiring at the house in the rear or by telephoning Lincoln Antique Shop, Perry 2202.

Friends Meeting House. Built in 1703. Located on westerly side of Chapel Street, Saylesville, a short distance south of the junction of Chapel Street, Front Street and Great Road. A very interesting relic and specimen of the old-time Meeting House. In the front yard the mounting stone, by means of which the women mounted to their pillions, may still be seen. This meeting house is still in use by the Society of Friends, usually called Quakers.

Blackstone Canal. Remains of this canal, opened for use in 1828, and extending from tidewater at Providence by means of 49 locks, to Worcester, Mass., are easily discernible at various places in Pawtucket, Lincoln, Woonsocket, and all along at intervals to Worcester. This canal was abandoned after a few years of operation, and the Charter of the Providence and Worcester Canal Boat Company was revoked in 1849, as the Providence and Worcester Railroad had come into existence and had proved to be too formidable a rival.

Limerock. Reached by way of Louisquisset Pike, is a picturesque locality containing a number of very old dwellings and lime kilns that have been operated for nearly 300 years.

CUMBERLAND

Old "Ballou Meeting House," located in the northerly part of Cumberland, near the Woonsocket line and Iron Mine Hill. "The Baptist Church in this vicinity was started in 1732, and the meeting house built largely through the efforts and contributions of the Ballou family was erected in 1740." This is a very interesting old structure and should be visited to be thoroughly appreciated. Adjacent to the above is the old graveyard.

Diamond Hill Reservoirs, in north part of Town, furnish the water supply for the lower Blackstone Valley and belong to and are maintained by the City of Pawtucket. Comprise two large reservoirs, upper and lower, from which by way of the Abbott's Run Stream, the water runs down into the Robin Hollow Pond and thence into the Happy Hollow Pond at Valley Falls, where a Pumping Station of the Pawtucket Water Department is located. Fine roads and beautiful scenery await persons desiring to visit it. The history of the Abbott's Run stream is very interesting and should be told more in detail.

Arnolds' Mills and Abbott's Run are two picturesque localities located just South of the Diamond Hill Reservoirs. Abbott's Run takes its name from a man named Abbott, a servant of William Blackstone, who granted him an extensive tract in that vicinity. In this vicinity are several very old cemeteries, including the Peck Cemetery and the Friends Cemetery.

Nine Men's Misery. The place where the nine men captured by the Indians at Central Falls during the King Philip War, which ended in 1676, were, according to tradition, tortured to death. The Monks of the nearby Cistercian Monastery have in recent years erected a cairn to mark the spot, which was appropriately dedicated by the Rhode Island Historical Society, November 11th, 1928, on Armistice Day.

The Cistercian Monastery (Trappist) called "The Monastery of Our Lady of the Valley," is located on Diamond Hill Road, about 4 miles north of Pawtucket and Central Falls. It comprises about 500 acres and "the buildings, of granite quarried on the premises, have that modest beauty that is characteristic of all Cistercian architecture." In August, 1900, seven members of the community of the Abbey of Petit Clairvaux, founded in Nova Scotia in 1815, came to Rhode Island and took possession of this location, which had been previously acquired and tem-

porarily prepared for them. Their number has now been increased to 65 or more, and the material results of their labors may be seen by visiting their establishment. The Cistercian Order of Monks is a very old organization, dating back to more than 800 years ago, and this monastery is one of three in the United States. The monastery has a very interesting booklet for distribution to those who ask for it.

Monument to William Blackstone. In the yard of the Ann and Hope Mill of the Lonsdale Company, at Lonsdale, near the Catholic Oak; William Blackstone, a Clergyman of the Church of England, came from Boston in 1635; reported to be a religious recluse who rode on a bull, carrying his books with him, and settled at what was called Study Hill, in Lonsdale, on the banks of the River which now bears his name, planting the first apple trees in these parts. He became a friend of Roger Williams and often visited him and others in Providence Plantations, and is reported to have held religious services under what later was called "Catholic Oak."

The "Catholic Oak." Formerly a very large Oak tree but now in decay; surrounded by an iron fence, located at the junction of Broad and Mill streets, Lonsdale (new village), near the monument to William Blackstone. Tradition has it that here he held services of the Church of England. In Bayles History of Providence County, Vol. II, page 251, it is said that: "For 70 years it was the Church of the neighborhood, meetings being held under its branches. Here Rev. James Cook Richmond ministered the Episcopal Service for many years," beginning on Whitsuntide, 1844; and it is said he named it the "Catholic Oak." Later came the building of Christ Church in Lonsdale.

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